

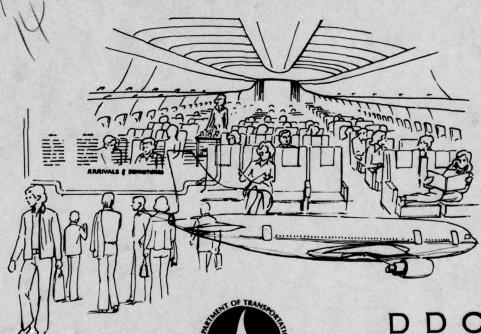
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REPORT NO. FAA-AVP-77-30



#### PROFILES OF SCHEDULED AIR CARRIER PASSENGER TRAFFIC

TOP 100 U.S. AIRPORTS AUGUST 6, 1976



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Prepared by

Transportation Information Division
Transportation Systems Center
Cambridge, Massachusetts

Prepared for

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Office of Aviation Policy
Washington, DC 20591

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Distribution: W-1; R-1 (minus RAS, RAT); RAS-2; RAT-2; ZMS-411; FAS-1, FAT-2, FAT-3 (minimum)

#### FOREWORD

This report provides data for passenger traffic on scheduled air carrier services departing and arriving the top 100 airports within the fifty (50) States and the District of Columbia. Enplanement and deplanement data are displayed by class of service by hour of the day for Friday, August 6, 1976. The selection of the top 100 airports was based on the total number of 1973 passenger enplanements in domestic and international service.

The source of the schedule data was the Reuben H. Donnelley Official Airline Guide (OAG) data for August 1976, which provided the departure and arrival hour for each flight operating out of U.S. airports. The actual passenger totals were derived from the CAB ER-586 Service Segment data, which provided the total monthly passenger enplanements and deplanements for each flight flown by domestic scheduled certificated air carriers during August 1976. The first class, coach, and nonrevenue data as shown within are a product of a merger of the two data sources, and represent the average hourly passenger traffic for each flight scheduled to operate on August 6. Since commuter, foreign flag, and intrastate air carriers do not report service segment passenger data, estimates of passenger loads for these categories of airline operations were made and included in the report.

The tabular listings and graphs given for each airport
were produced at the Department of Transportation, Transportation Systems Center, Cambridge, Massachusetts. They provide a
clear visual presentation of the traffic flow at major airports
for use by technical and nontechnical personnel. The profiles
can be used in analyzing changes in operational activity
throughout the day, for comparing and noting the various
hourly traffic patterns among the airports, and for readily
identifying changes in traffic patterns over time. An
analytical graphic format allows rapid exposure to complex
profiles yet ensures a high rate of comprehension in limited
time frames.

#### PROFILES OF SCHEDULED AIR CARRIER PASSENGER TRAFFIC

FOR

TOP 100 U.S. AIRPORTS

AUGUST 6, 1976

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Office of Aviation Policy
Aviation Forecast Branch

ALBANY, N.Y.

874

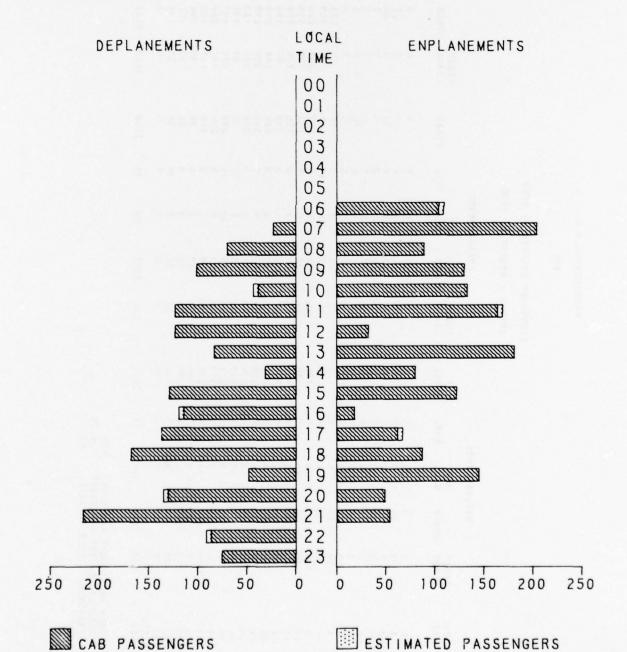
PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	200 176 176 176 176 177 178 178 178 178 178 178 178 178 178	
	. EST.	w 000000000000000000000000000000000000	
TOTAL	NON REV.	00000000000000000000000000000000000000	
	COACH	6 9 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	
	FIRST	00 00 00 103 147 150 133 203 80 178 114 129 114 129 114 129 114 129 118 129 118 129 129 129 129 129 129 129 129 129 129	
	TOTAL	133 133 148 148 178 178 178 178 178 178 178 178 178 17	
s	EST.	000000000000000000000000000000000000000	
ENPLANEMENTS	NCN REV.	,	
ENPL	COACH	75 75 75 75 75 75 75 75 75 75 75 75 75 7	
	PIRST	100 125 125 125 131 131 121 121 121 124 124	
	TOT AL	123 123 123 135 135 135 135 135 135 135 135	
S	est.	000000000000000000000000000000000000000	
DEPLANEMENTS	NON REV.	2	
DEP	COACH	3 6 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
	PIRST	1329 1329 1329 1329	
	LOCAL	0 1 2 2 3 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	

PEAK PASSENGERS PER HOUR: 292
PEAK AS PERCENT OF TOTAL: 8.6%
PASSENGER PEAK HOUR(S): 11

### ALBANY, N.Y. ALB PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



ALBUQUERQUE, N. H.

A 82

PASSENGER TRAPPIC BY HOUR

FRIDAY - AUGUST 6, 1976

	TOTAL	5	28	23	0	0	0	8	158	517	#63	317	461	436	707	808	435	213	578	397	368	214	273	175	5	2984
	EST.	5	0	0	0	0	0	2	5	30	2	2	80	•	00	•	10	6	24	2	5	0	5	2	2	14.5
TOTAL	RON REV.	0	0	0	0	0	0	0	7	19	12	19	=	1	0.	13	11	10	16	2	13	80	3	9	0	168
	COACH	0	25	22	c	0	0	0	133	309	543	165	308	365	545	290	183	110	101	248	190	196	177	114	0	3731
	PIRST	0	2	-	0	0	0	0	13	159	203	128	134	61	141	203	231	78	131	142	160	9	87	20	0	1940
	TOTAL	0	0	23	0	0	0	2	88	419	267	201	116	312	130	340	200	91	299	200	150	30	24	35	2	2950
'n	EST.	0	0	0	0	0	0	5	0	19	0	5	0	3	2	3	2	0	14	2	0	0	2	0	2	74
EMPLAMENTS	NON REV.	0	0	0	0	0	0	0	2	15	9	3	-	5	2	6	-	0	10	0	2	7	7	2	0	62
I d M 2	COACH	0	0	22	0	0	0	0	94	291	163	129	1111	252	80	199	78	28	216	123	69	27	30	10	0	1851
	PIRST	0	0	-	0	0	0	0	2	116	96	119	7.1	52	643	129	110	63	59	72	79	1	17	23	0	696
	TOTAL	5	28	0	0	0	0	0	70	86	196	116	345	124	274	169	235	137	279	197	218	184	219	140	0	3034
'n	gst.	5	0	0	0	0	0	0	2	11	S	0	80	0	3	0	5	6	10	0	2	0	0	S	0	11
DEPLANEMENTS	NCN REV.	0	0	0	0	0	0	0	5	#	9	16	10	2	00	*	10	10	9	2	11	9	2	7	0	901
DEPL	COACH	0	56	0	0	0	0	0	61	18	60	36	264	113	165	9.1	66	82	191	125	121	169	147	104	0	1880
	PIRST	0	2	0	0	0	0	0	11	65	105	19	63	6	86	14	121	36	72	70	81	6	70	27	0	1116
	LOCAL	c	-	2	3	*	5	9	1	œ	•	10	::	12	13	14	15	16	11	18	113	20	21	22	23	DAY

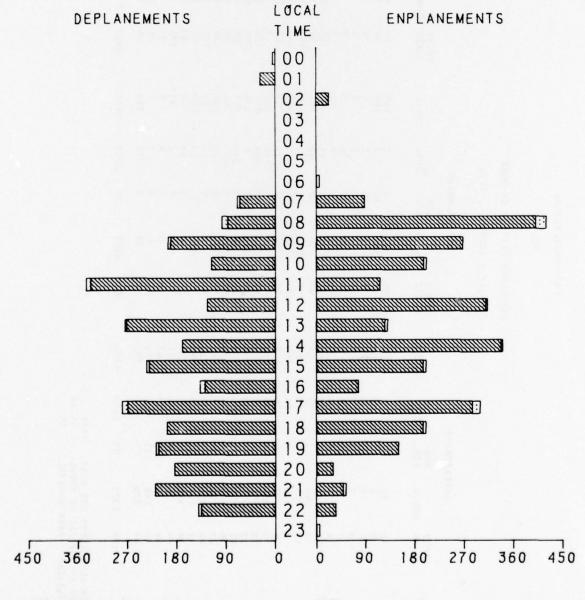
PEAK PASSENGERS PER HOUR: 578
PEAK AS PERCENT OF TOTAL: 9.7%
PASSENGER PEAK HOUR(5): 17

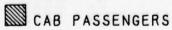
ALBUQUERQUE, N.M.

ABQ

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976





ESTIMATED PASSENGERS

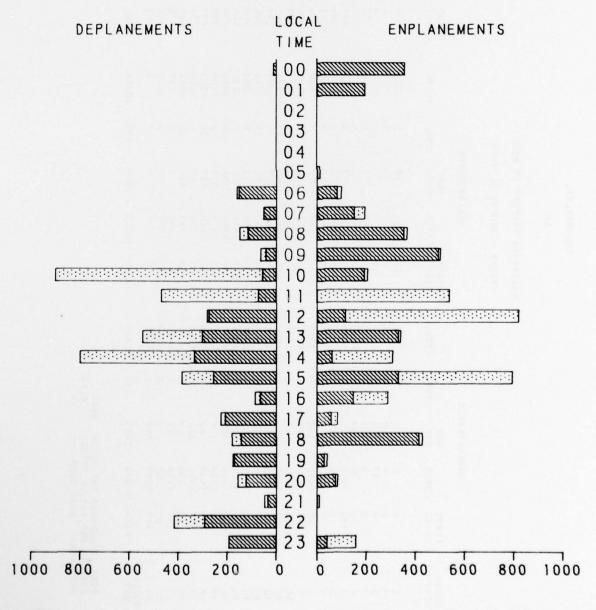
6

PASSENGER TRAPPIC BY HOUR PRIDAY - AUGUST 6, 1976

	TOTAL	367	195	0	0	0	10	258	244	514	564	1104	1006	1101	883	1136	1178	373	308	607	217	240	55	416	350		11096
	EST.	0	0	0	0	0	10	24	42	47	29	857	934	712	251	712	593	162	77	20	18	42	21	125	117		4790
TOTAL	RCW.	10	10	0	0	0	0	3	5	3	20	10	0	•	19	00	10	13	6	18	0	00	0	13	13		175
	COACH	333	159	0	0	0	0	164	103	313	372	210	69	797	507	298	495	164	150	191	158	69	0	548	174		4708
	PIRST	24	56	0	0	0	0	67	76	151	143	27	3	124	106	88	80	34	105	75	4.1	125	34	30	9#		1423
	TOTAL	355	195	0	0	0	10	97	193	365	501	205	538	819	339	307	194	288	83	. 427	01	83	00	0	158		5805
s	EST.	0	0	0	0	0	10	16	42	13	00	13	538	104	00	246	453	141	56	13	13	00	00	0	1117		2337
ENPLANEMENTS	RCN R 2V.	œ	10	0	0	c	0	-	2	0	15	2	0	3	13	0	5	10	0	15	0	0	0	0	0		86
I d N Z	COACH	323	159	0	0	0	0	17	58	212	337	167	0	09	235	38	264	126	O	336	0	34	0	0	39		2405
	PIRST	24	26	0	0	0	0	63	91	140	141	23	0	52	83	23	52	11	57	63	27	41	0	0	2		929
	FOTAL	12	0	0	0	0	0	161	51	149	63	668	895	282	544	199	384	85	225	180	1111	157	47	416	192		5291
so.	est.	0	0	0	0	0	0	œ	0	34	2.1	344	396	æ	243	991	130	21	18	37	S	34	13	125	0		2403
DEPLANEMENTS	NON NON	7	0	0	0	0	0	2	3	3	2	۵	0	0	9	80	2	3	6	3	0	00	0	13	13		91
1420	COACH	10	0	0	0	c	0	147	45	101	35	43	69	202	272	260	231	38	150	128	158	31	0	248	135		2303
	FIRST	0	0	0	0	0	0	3	3	11	2	3	3	72	23	99	18	23	64	12	14	34	34	30	77		161
	LOCAL	0	-	7	3	*	5	9	1	00	6	10	11	12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAY

PERK PASSENGERS PER HOUR: 1179
PERK AS PERCENT OF TOTAL: 10.64
PASSENGER PEAK HOUR(S): 15

### ANCHORAGE, ALASKA ANC PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



ATE ANTA, GA.

ATL

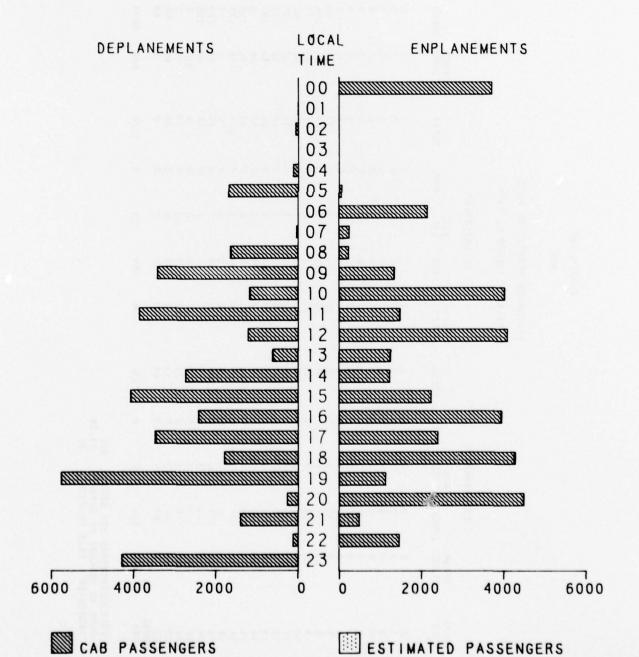
PASSENGER TRAPPIC BY HOUR

FRIDAY - AUGUST 6, 1976

	TOTAL	3704	9	65	0	122	1739	2146	270	1873	4763	5198	5337	5291	1871	3969	6314	6365	5875	6065	6887	9474	1887	1577	4290		80354
	EST.	0	0	0	0	0	0	0	0	20	20	25	15	0	30	2	15	25	30	30	2	10	0	0	0		230
TOTAL	RON REV.	112	0	00	0	34	63	72	35	133	298	311	239	278	1117	193	297	340	343	180	356	148	96	80	148		3881
	COACH	3227	ø	47	0	75	1179	1775	163	1616	3899	4172	4574	4522	1158	3308	5357	5261	4795	5168	5885	4163	1593	1138	3599		67348
	PIRST	365	2	3	0	13	197	588	72	104	946	069	806	161	266	463	645	739	707	687	671	425	198	359	443		8895
	TOTAL	3704	0	0	0	0	54	2146	244	228	1343	4021	1478	4081	1256	1231	2236	3950	2396	4281	1126	4484	487	1460	0		40206
s	.1 S.E.	0	0	0	0	0	0	0	0	0	15	10	15	0	15	0	0	20	0	30	0	10	0	0	0		115
EMPLANEMENTS	NON REV.	112	c	0	0	0	17	12	30	15	110	545	88	207	85	4.1	109	157	179	118	09	139	1	11	0		1868
IdNa	COACE	3227	0	0	0	0	32	1775	143	198	1137	3340	1187	3464	1076	1000	1849	3397	1876	3649	106	3933	435	1085	0		33707
	PIBST	365	0	0	0	0	5	599	11	15	81	426	188	410	80	190	278	376	341	181	162	402	54	298	0		4516
	TOTAL	0	9	59	0	122	1685	0	56	1645	3420	1117	3859	1210	615	2738	4078	2415	3479	1784	5761	262	1400	117	4290		40148
v	.153	0	0	0	0	0	0	0	0	20	S	15	0	0	15	2	15	2	30	0	2	0	0	0	0		115
DEPLANERZNTS	NON BEN.	0	0	00	0	34	94	0	2	118	188	99	151	11	32	152	188	183	154	62	296	6	68	2	148		2013
DEPL	COACH	0	3	47	0	75	1447	0	20	1418	2762	832	3387	1058	382	2368	3508	1864	2919	1519	4951	230	1158	53	3699		33641
	FIRST	0	2		0	13	192	0	-	68	465	264	321	81	186	273	367	363	366	203	509	23	153	61	443		4379
	LOCAL	0	-	2	3		5	9	1	00	6	10	11	12	13	14	15	16	17	18	19	20	21	22	23	TOTAL	DAT

PEAK PASSEMEERS PER HOUR: 6887 PEAK AS PERCENT OF TOTAL: 8.6% PASSEMEER PEAK HOUR(S): 19

### ATLANTA, GA. ATL PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



AUSTIN, TEX.

SUA

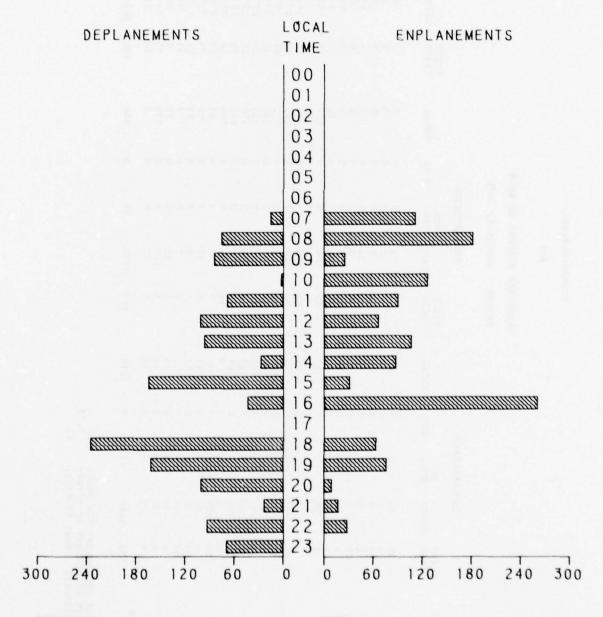
PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

		TOTAL	0	0	0	0	0	0	0	126	256	109	128	158	167	202	114	195	303	0	298	237	109	0 7	121	69	2632
		EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	ROB REV.	0	0	0	0	0	0	0	3	2	٣	7	7	4	9	7	4	~	0	80	*	7	0	2	7	53
		COACH	0	0	0	0	0	0	0	88	185	73	#8	95	151	182	78	115	129	0	209	185	5	0	20	63	1693
		PIRST	0	0	0	0	0	0	0	34	65	33	42	61	12	14	34	16	171	0	81	84	102	04	69	3	886
		TOTAL	0	0	0	0	0	0	0	111	181	25	126	06	99	106	87	31	260	0	63	16	6	11	28	0	1276
	LS.	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
,	ENPLANEMENTS	NON BEN	0	0	0	0	0	0	0	3	3	0	7	1	-	3	2	0	3	0	7	7	c	0	0	0	23
	BNB	COACH	0	0	0	0	0	0	0	92	152	0	82	59	61	16	18	0	129	0	95	4.1	2	0	56	0	859
		FIRST	0	0	0	0	0	0	0	32	25	25	42	30	#	6	1	31	128	0	2	33	#	17	2	0	394
		FOTAL	0	0	0	0	0	0	0	15	75	84	2	89	101	96	27	164	43	0	235	161	100	23	93	69	1356
	S	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	DEPLANEMENTS	NON REV.	0	0	0	0	0	0	0	-	-	3	0	-	3	3	0	3	0	0	9	2	2	0	2	7	30
	DEP	COACH	0	0	0	0	0	0	0	12	34	73	7	36	90	88	0	115	0	0	153	144	0	0	54	63	834
		FIRST	0	0	0	0	0	0	0	7	01	00	0	31	00	5	27	45	43	0	16	15	86	23	19	3	767
		LOCAL	0	-	7		4	2	9	1	æ	6	10		12	13	14	15	16	-	18	19	50	21	22	23 TOTAL	DAY

PEAK PASSENGERS PER HOUR: 303 PEAK AS PERCENT OF TOTAL: 111 PASSENGER PEAK HOUR(S): 16

### AUSTIN, TEX. AUS PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



CAB PASSENGERS

ESTIMATED PASSENGERS

BIRMINGHAM, ALA.

BHS

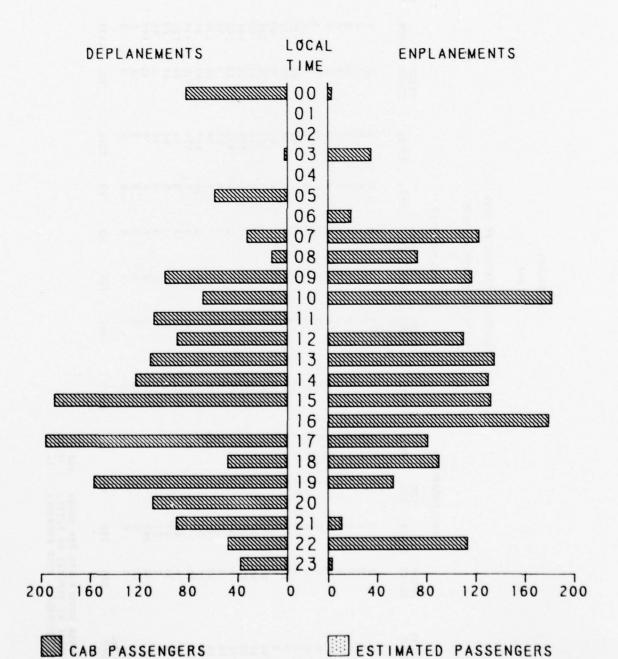
PASSENGER TRAPPIC BY HOUR

FRIDAY - AUGUST 6, 1976

	TOTAL	85	0	0	37	0	65	19	155	85	216	250	138	199	246	253	321	179	277	138	210	109	101	161	-		3249
	EST.	0	0	0	0	0	0	0	0	0	0	0	0	٥	0	0	0	0	0	0	0	0	0	0	0		0
TOTAL	B08	0	0	0	-	0	٥	0	1	-	2	=	٣	10	7	6		2	•	đ	•	0		3	0	1	75
	COLCH	2	0	0	33	0	55	18	136	19	195	2 19	95	173	220	224	283	156	245	123	185	96	89	141	31		2874
	FIRST	=	0	•	3	0	•	-	12	2	16	50	01	16	24	20	34	9	27	=	21	=	6	11	0.	-	300
	TOTAL	•	0	0	35	0	0	19	123	73	111	182	0	110	135	130	132	179	81	06	53	0	=	113			1589
ø	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0	0	0	0	0	0	0		0
ENPLA WEMENTS	REV.	0	0	0	0	0	0	0	2	0	•	80	0	3	0	7	0	2	-	-	-	0	0	-	0	;	28
2	COACE	7	0	0	32	0	0	18	108	69	106	160	0	96	118	118	114	156	73	81	8 7	0	10	103	7		1414
	PIRST	•	0	0	3	•	0	-	10	3	10	1	•	=	11	10	18	18	1	80	3	0	-	6	-		147
	TOTAL	82	0	0	7	0	59	0	32	12	66	68	108	89	111	123	189	0	196	87	157	109	06	48	38		1660
22	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
DEPLANERZNT	NON R EV.	0	0	0	-	0	0	0	7		4	3	3	1	7	1	4	0	3		7	0	3	7	0		4.7
DEP	COACH	72	0	0	-	0	55	0	28	10	68	59	95	11	102	106	169	0	173	42	138	86	19	38	29		1460
	PIRST	10	0	0	0	0	3	0	2	-	9	9	10	5	1	10	16	0	20	3	17	11	00	80	6		153
	LOCAL	0	-	2		3	5	9	1	00	6	10	11	12	13	7.	15	16	11	18	19	20	21	22	23	TOLYT	DAY

PEAK PASSENGERS PER HOUR: 321
PEAK AS PERCENT OF TOTAL: 9.9%
PASSENGER PEAK HOUR(S): 15

### BIRMINGHAM, ALA. BHM PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



BOISE, IDA.

BOI

PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	0	0	0	0	0	0	0	89	187	73	241	179	216	217	8 7	248	208	245	164	171	68	158	18	0	2530
	EST.	0	0	0	0	0	0	0	0	10	22	22	0	2	0	2	22	22	0	0	10	0	0	0	0	118
TOTAL	RON REV.	0	0	0	0	0	0	0	3	9	7	10	6	9	<b>t</b>	-	9	6	9	9	2	•		0	0	80
	COACE	0	0	0	0	0	0	0	38	115	47	101	66	145	200	39	135	87	129	125	68	83	143	0	0	1577
	PIBST	0	0	0	0	0	0	0	56	55	2	108	71	65	13	3	85	06	110	33	19	3	12	8	0	755
	TOTAL	0	0	0	0	0	0	0	89	135	5.1	117	7 00	109	116	8 7	34	147	174	91	58	34	0	0	0	1266
s.	est.	0	0	0	0	0	0	0	0	5	0	22	0	0	0	5	0	22	0	0	2	0	0	0	0	59
ZHPLANEHENTS	ROM REV.	0	0	0	0	0	0	c	3	3	2	3	1	3	2	-	-	2	2	1	-	-	0	0	0	0 7
d N	COACH	0	0	0	0	0	0	0	38	66	47	31	52	71	101	39	0	19	129	09	18	32	0	0	0	187
	FIRST	0	0	0	0	0	0	0	26	27	2	61	25	35	1	3	33	65	01	27	34	-	0	0	0	380
	FOTAL	0	0	0	0	0	0	0	0	52	22	124	96	101	101	0	214	61	11	73	113	55	158	18	0	1264
S.	est.	0	0	0	0	0	0	0	0	2	22	0	0	2	0	0	22	0	0	0	2	0	0	0	0	59
DEPLANERENTS	ROS RZV.	0	0	0	0	0	0	0	0	7	0	1	2	3	2	0	2	1	-	2	4	7	3	0	0	0 7
920	COACH	0	0	0	0	0	0	0	0	11	0	70	47	75	93	0	135	23	0	65	71	51	143	0	0	190
	FIRST	0	0	0	0	0	0	0	0	28	0	47	94	24	9	0	52	31	70	9	33	2	12	18	0	375
	LOCAL	0	-	7	3		2	9	1	80	6	10	11	12	13	14	15	16	11	18	19	20	21	22	23	DAT

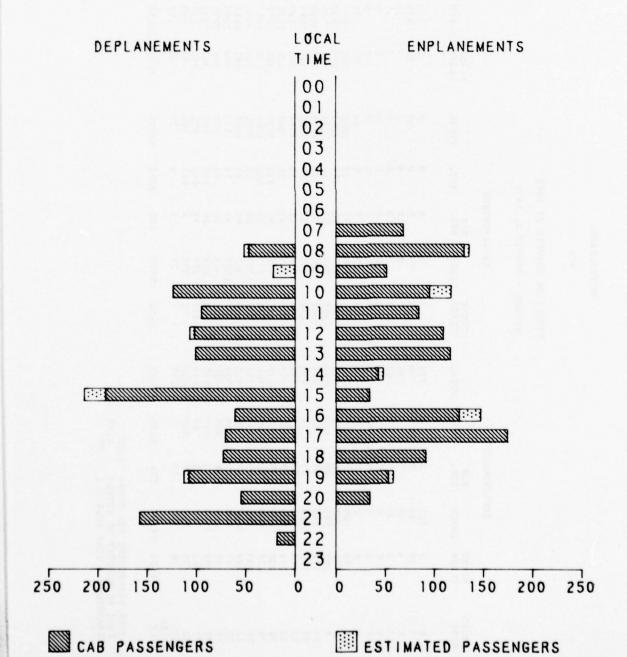
PEAK PASSENGERS PER HOUR: 248
PEAK AS PERCENT OF TOTAL: 9.8%
PASSENGER PEAK HOUR(S): 15

BØISE, IDA.

BØI

PASSENGER TRAFFIC BY HØUR

FRIDAY - AUGUST 6, 1976



BOSTON, MASS.

SCB

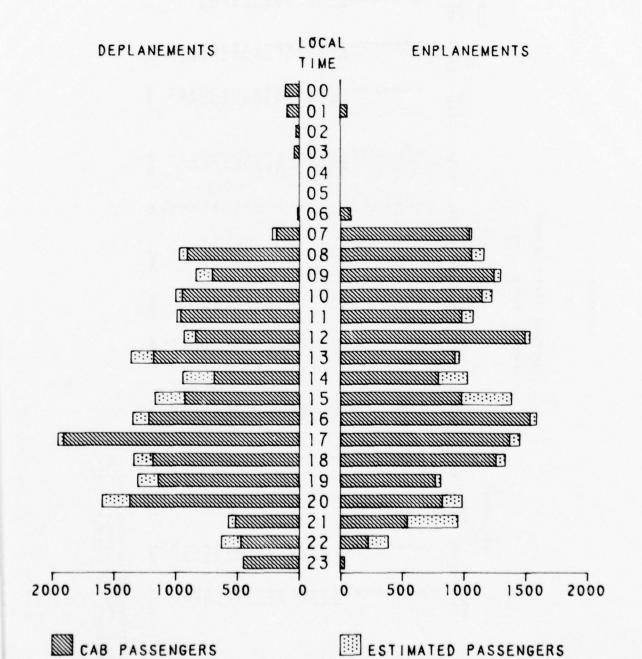
PASSENGER TRAPPIC BY HOUR

FRIDAY - AUGUST 6, 1976

FOTAL	REV. EST. TOTAL		611 0 2	5 0 153	5 0 26	1 0 40	0 0 0	0 0	6	52	166	187	133	123	133	218	492	8 7 9	183	127	228	210	77 384 2580	691	322	0	
-	S COACH	301	501																				7 1812				
	PIRST																						985 307				
TS	EST. TOTAL		0	0	0	0	0																159 9				
EMPLANEMENTS	COACH REV.	•	0	47 5	0 0																		679 24				
	FIRST CLASS CO	•	0	3																			123				
	TOTAL	:	-113																				1595				
DEPLANEREDTS	REV. EST.	,	7	0																			53 225				
DEPLAN	E COACH R	30.	501	88	20	36	0	0	0	129	708	392	740	813	372	927	439	049	746	1619	819	626	1133	339	372	354	
	PIRST	-	0	10	-	3	0	0	•	8 7	162	291	174	110	443	213	220	251	421	222	321	171	184	162	79	78	
	LOCAL		0	-	2			5	9	1	80	6	10	=	12	13	14	15	16	17	18	19	20	21	22	23	TOTAL

PERK PASSEMBERS PER HOUR: 3402 PERK AS PERCENT OF TOTAL: 9.4% PASSEMBER PEAK HOUR(S): 17

### BØSTØN, MASS. BØS PASSENGER TRAFFIC BY HØUR FRIDAY - AUGUST 6, 1976



BUPPALO, N.Y.

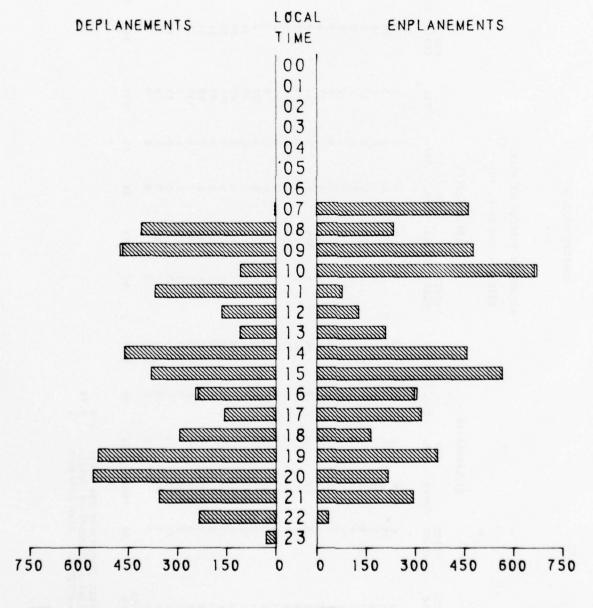
PASSENGER TRAPPIC BY HOUR PRIDAY - AUGUST 6, 1976

TOTAL EST. RON REV. FOTAL COACH 1047 PIRST 5461 TOTAL EST. ENPLANEMENTS RON REV. COACH 2040 PIRST 140 272 272 272 272 272 272 272 273 2758 FOT AL DEPLANEMENTS NON REV. COACH PIRST 2703 LOCAL 

PERK PASSENGERS PER HOUR: PERK AS PERCENT OF TOTAL: PASSENGER PEAK HOUR(S):

952 9.6**X** 

## BUFFALØ, N.Y. BUF PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



CAB PASSENGERS

ESTIMATED PASSENGERS

CHARLESTON, S.C.

CHS

PASSENGER TRAPPIC BY HOUR

FRIDAY - AUGUST 6, 1976

	TOTAL	0	19	0	30	0	0	0	9.5	185	55	112	150	45	127	145	228	212	129	179	112	127	203	141	0	2347
	EST.	0	0	0	0	0	0	0	2	2	0	0	10	0	0	2	2	0	0	2	2	0	10	0	0	9.0
TOTAL	RON.	0	0	0	0	0	0	0	3	2	•	8	9	-	2	7	•	9	7	9	e	-	-	5	0	53
	COACH	0	19	0	26	0	0	0	72	167	6 7	105	126	42	115	123	204	194	117	157	16	119	178	130	0	2085
	PIRST	0	15	0	ŧ	0	•	0	3	80	*	3	80	7	9	15	16	12	10	=	7	1	==	12	0	159
	TOTAL	0	0	0	30	0	0	0	11	131	£ #	53	55	0	127	17	80	164	47	89	112	0	=	73	0	1088
ý	EST.	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	s	0	0	0	2	0	2	0	0	25
ENPLANEMENTS	NON REV.	0	0	0	0	0	0	0	3	2	7	-	2	0	2	0	7	2	0	7	3	0	0	-	0	31
ENP	COACH	0	0	0	26	0	0	0	10	116	38	51	77	0	116	16	65	148	45	62	16	0	9	65	0	965
	PIRST	0	0	0	7	0	0	0	7	5	3	-	*	0	9	-	80	11	2	4	7	0	0	1	0	67
	TOTAL	0	79	0	0	0	0	0	80	54	12	59	95	45	0	128	148	87	82	111	0	127	192	11	0	1259
v	EST.	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	0	2	0	0	2	0	0	25
DEPLANEHENTS	NON R EV.	0	0	0	0	0	0	0	-	0	-	2	4	-	0	7	-	-	7	#	0	-	-	-	0	22
DEPL	COACH	0	19	0	0	0	0	0	2	51	10	24	82	42	0	107	139	91	72	95	0	119	172	65	0	1120
	PIRST	0	15	0	0	0	0	0	0	3	-	3	*	2	0	14	80	-	80	1	0	1	14	2	0	92
	LOCAL	0	-	2	3	*	5	9	1	80	6	10	11	12	13	14	15	16	11	18	19	20	21	22	23	DAT

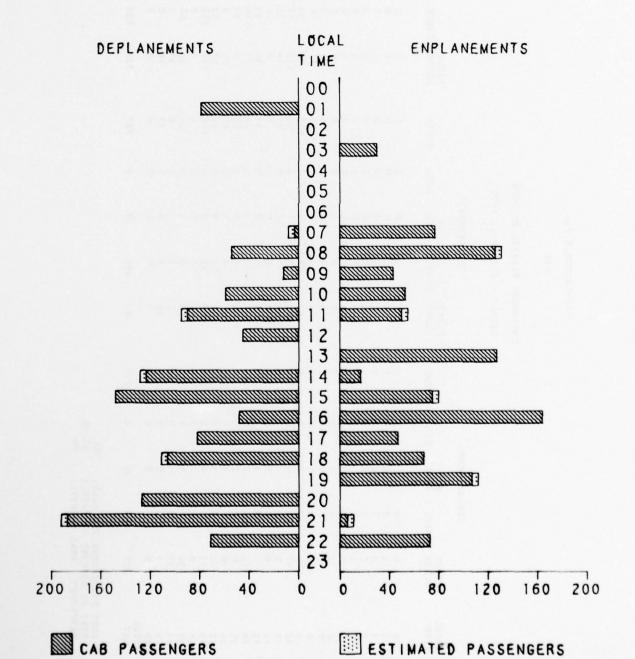
PEAK PASSENGERS PER HOUR: 228
PEAK AS PERCENT OF TOTAL: 9.7
PASSENGER PEAK HOUR(S): 15

CHARLESTON, S.C.

CHS

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976



CHARLESTON, W. VA.

CRW

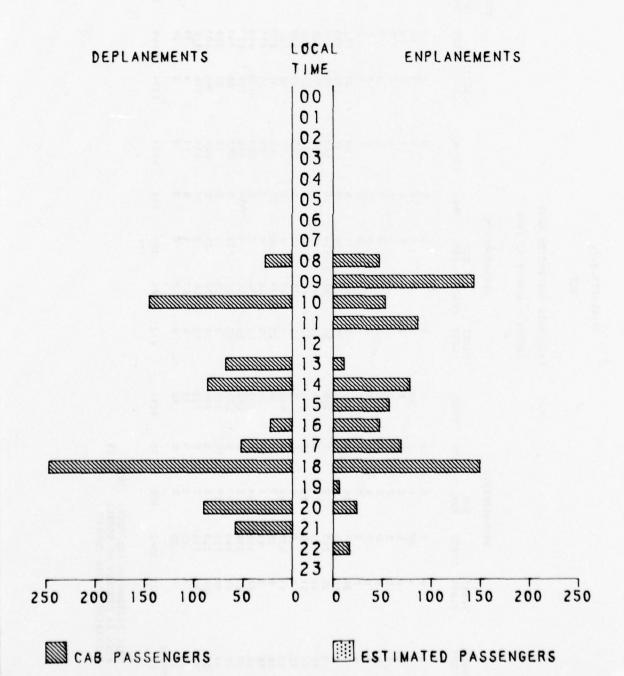
PASSENGER TRAPFIC BY HOUR FRIDAY - AUGUST 6, 1976

	TOTAL	0	0	0	0	0	0	0	0	74	143	198	98	0	78	164	5.7	69	121	396	9	114	58	11	0	1581
	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	NON REV.	0	0	0	0	0	0	0	0	7	4	2	3	0	-	m	-	7	7	9	0	7	-	-	0	33
	C,OA CH	0	0	0	0	0	0	0	0	0	66	83	39	0	65	134	47	3	52	252	0	9	0	0	0	828
	FIRST	0	0	0	0	0	0	0	0	72	04	110	77	0	18	27	6	119	19	138	9	52	57	16	0	720
	TOTAL	0	0	0	0	0	0	0	0	47	143	53	98	0		78	57	47	69	149	9	74	0	11	0	181
ş	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ENPLANEMENTS	NON REV.	0	0	0	0	0	0	0	0	-	t	-	3	0	0	-	-	-	-	7	0	-	0	-	0	11
ENPL	COACH	0	0	0	0	0	0	0	0	0	66	39	39	0	0	7.1	47	0	25	80	0	0	0	0	0	427
	FIRST	0	0	0	0	0	0	0	0	911	01	13	11	0	=	9	6	911	16	63	9	23	0	16	0	343
	FOTAL	0	0	0	0	0	0	0	0	27	0	145	0	0	67	98	0	22	52	247	0	06	58	0	0	194
S	EST.	•	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DEPLANEHENTS	REV.	•	0	0	0	0	0	0	0	-1-	0	3	0	0	-	2	0	-	-	4	0	-	-	0	0	16
DEPI	COACH	0	0	0	0	0	0	0	0	0	0	**	0	0	29	63	0	3	•	172	0	09	0	0	0	401
	PIRST	0	0	0	0	0	0	0	0	56	0	46	0	0	1	21	0	18	51	71	0	53	57	0	0	377
	LOCAL	0	- 100	7	•	*	2	9	1	80	6	10	=	12	13	14	15	91	11	18	19	20	21	22	23	DAT

396 25.0% 18

PEAK PASSENGERS PER HOUR: PEAK AS PERCENT OF TOTAL: PASSENGER PEAK HOUR(S):

### CHARLESTON, W. VA. CRW PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



CHABLOTTE, N.C.

CLT

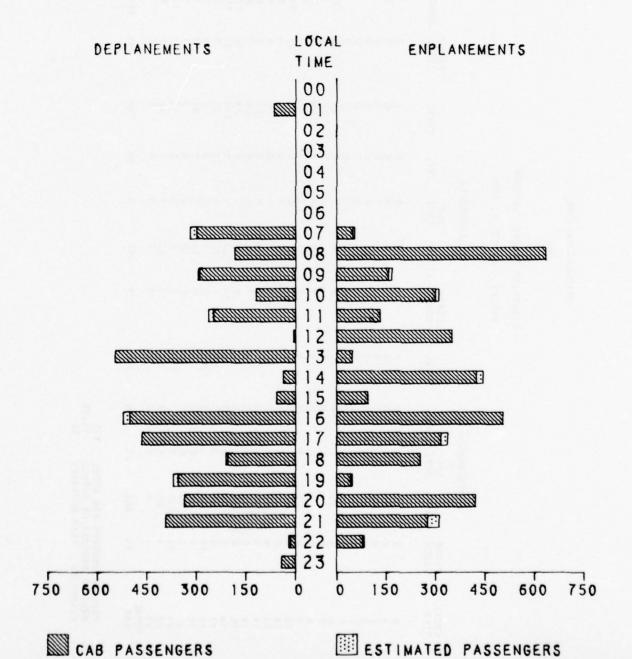
PASSENGER TRAPPIC BY HOUR

FRIDAY - AUGUST 6, 1976

PURST CLASS COACH REY. EST. TOTAL CLASS COACH REY. EST. TO			040	SANA HABY LOAD	y			PEDI	STRUKEN A LONG	v				TOTAL		
PIRST         NOW         PIRST         PIRST         NOW         PIRST         PIRST <th< th=""><th></th><th></th><th></th><th></th><th>:</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></th<>					:											
10   10   10   10   10   10   10   10	LOCAL	CLASS	COACH	R EV.	EST.	TOTAL	FIRST	COACE	RON REV.	EST.	TOTAL	PIRST	COACH	NON REV.	EST.	TOTAL
8         52         4         0         64         0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0         0	-	00	52	3	0	19	0	0	0	0	0	00	52	3	0	79
0         0	7	0	0	0	0	0	0	-	0	0	-	0	-	0	0	-
0         0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0         0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26         257         16         20         319         2         40         7         5 44         20         <	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26         257         16         20         319         2         40         7         5         54         28         297         23         25           35         65         8         10         163         205         578         33         0           48         63         7         5         294         55         63         10         167         90         306         14         10           48         63         7         63         243         7         10         309         97         306         14         10           51         185         12         15         263         263         10         63         309         10         16         20         14         10         309         97         306         14         10         10         44         10         309         10         <	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
110         65         8         0         183         95         513         25         0         633         205         578         33         0           48         247         7         6         118         49         243         7         10         186         26         15         16         10         167         90         330         26         15         15         10         10         167         90         330         26         11         10         16         10         167         90         330         26         11         10         10         167         90         330         26         11         10         11         10         11         10         11         10         10         10         10         11         10	1	26	257	16	20	319	2	04	7	2	54	28	297	23	25	373
35         247         7         5         294         55         83         19         10         167         90         330         26         15           48         63         12         15         263         243         7         10         309         97         306         14         10           51         185         12         15         263         243         7         10         309         97         306         14         10           60         0         0         5         44         295         10         0         44         295         10         10         10         10         144         295         10         <	•	110	65	80	0	183	95	513	25	0	633	205	578	33	0	816
48         63         7         0         118         49         243         7         10         309         97         306         14         10           51         185         12         15         263         72         51         8         0         131         123         236         20         15           0         0         0         0         349         44         295         10         9         20         15         20         15           43         47         26         0         546         3         44         295         10         5         20         15         20         10         520         27         10         5         5         20         4         4         0         94         27         11         7         0         50         5         20         44         20         94         27         11         7         0         60         44         0         94         27         117         20         41         20         41         20         41         20         41         20         41         20         41         20         41	•	35	247	1	2	294	55	83	19	10	167	06	330	56	15	461
51         185         12         15         263         72         51         8         0         131         123         236         20         15           43         43         44         295         10         0         349         44         295         10         0         349         44         295         10         0         349         44         295         10         5         27         10         5         20         27         10         5         20         27         10         5         20         27         10         5         20         27         11         7         0         94         27         117         7         0         94         27         117         7         0         94         27         117         7         0         94         27         117         7         0         94         27         117         7         10         94         27         117         7         10         94         117         7         10         94         117         20         94         117         20         94         114         20         94         10         94 <td>•</td> <td>8 1</td> <td>63</td> <td>1</td> <td>0</td> <td>118</td> <td>61</td> <td>243</td> <td>1</td> <td>10</td> <td>309</td> <td>97</td> <td>306</td> <td>14</td> <td>10</td> <td>427</td>	•	8 1	63	1	0	118	61	243	1	10	309	97	306	14	10	427
0         0         0         5         44         295         10         0         349         44         295         10         10         5         10         5         10         10         10         5         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         1	_	51	185	12	15	263	72	51	80	0	131	123	236	20	15	394
43         477         26         0         546         3         43         1         0         47         46         520         27         0           9         20         7         0         36         28         379         16         20         443         37         399         23         20           60         408         34         20         57         24         66         4         0         94         27         117         7         0           81         376         81         66         4         0         503         122         842         41         20           81         376         86         251         9         20         336         17         7         10           44         143         17         15         370         2         39         1         5         47         20         343         28         5           18         320         17         15         37         37         37         37         4         4           51         33         328         328         311         110         4181         1334 <td>~</td> <td>0</td> <td>0</td> <td>0</td> <td>5</td> <td>2</td> <td>77</td> <td>295</td> <td>10</td> <td>0</td> <td>349</td> <td>77</td> <td>295</td> <td>10</td> <td>2</td> <td>354</td>	~	0	0	0	5	2	77	295	10	0	349	77	295	10	2	354
9 20 7 0 36 28 379 16 20 443 37 399 23 20 3 51 3 51 3 0 57 24 66 4 0 94 27 117 7 0 60 408 34 20 522 62 434 7 0 593 122 842 41 20 81 376 8 0 465 56 251 9 20 336 137 527 17 20 18 320 17 15 370 2 39 1 5 47 20 359 18 20 104 223 9 0 336 29 378 13 0 420 133 601 22 0 51 335 7 0 393 63 204 9 35 311 114 539 16 35 1 10 3 5 19 7 67 4 5 63 8 9 30 30 30  L 701 3262 188 90 4241 633 3287 151 110 4181 1334 6549 339 200	_	43	477	26	0	945	3	43	-	0	47	91	5.20	27	0	593
3         51         3         60         408         34         20         57         24         66         4         0         94         27         117         7         0         522         62         434         7         0         503         152         842         41         20                81             316             465             56             251             9             20             336             41             20               44             143              17             5             209             42             200             11             0             253             86             343             28             5               18             320             17             15             370             29             378             13              0             420             133             601             20               104             223             9             0             339             63             204              9             35             16             35             16             35               104             23             3             0             0             0             <	_	6	20	1	0	36	28	379	16	20	443	37	399	23	20	479
60 408 34 20 522 62 434 7 0 503 122 842 41 20 81 376 8 0 465 56 251 9 20 336 137 527 17 20 81 320 17 15 370 2 39 17 5 47 20 359 18 20 104 223 9 0 336 29 378 13 0 420 133 601 22 0 51 335 7 0 393 63 204 9 35 311 114 539 16 35 1 10 3 5 19 7 67 4 5 93 11 114 539 16 35 1 3262 188 90 4241 633 3287 151 110 4181 1334 6549 339 200		3	51	3	0	57	24	99	3	0	116	27	117	7	0	151
81 376 8 0 465 56 251 9 20 336 137 527 17 20 44 143 17 5 209 42 200 11 0 253 86 343 28 5 18 320 17 15 370 2 39 1 5 47 20 359 18 20 104 223 9 0 336 29 378 13 0 420 133 601 22 0 51 335 7 0 393 63 204 9 35 311 114 539 16 35 1 10 3 5 19 7 67 4 5 83 8 77 7 10 2 701 3262 188 90 4241 633 3287 151 110 4181 1334 6549 339 200		09	408	34	20	522	62	434	1	0	503	122	842	4.1	20	1025
44     143     17     5     209     42     200     11     0     253     86     343     28     5       18     320     17     15     370     2     39     1     5     47     20     359     18     20       104     223     9     0     336     29     378     13     0     420     133     601     22     0       51     335     7     0     393     63     20     9     35     311     114     539     16     35       1     10     3     5     19     7     67     4     5     93     8     77     7     10       2     30     3     0     42     0     0     0     0     9     30     3     0       1     362     188     90     4241     633     3287     151     110     4181     1334     6549     339     200		81	376	80	0	465	99	251	6	20	336	137	527	17	20	801
18 320 17 15 370 2 39 1 5 47 20 359 18 20 104 223 9 0 336 29 378 13 0 420 133 601 22 0 51 335 7 0 393 63 204 9 35 311 114 539 16 35 1 10 3 5 19 7 67 4 5 83 8 77 7 10 L 701 3262 188 90 4241 633 3287 151 110 4181 1334 6549 339 200	•	11	143	11	5	209	42	200	11	0	253	98	343	28	2	462
104 223 9 0 336 29 378 13 0 420 133 601 22 0 51 335 7 0 393 63 204 9 35 311 114 539 16 35 35 1 1 10 3 5 5 19 7 67 4 5 83 8 77 7 10 10 10 3262 188 90 4241 633 3287 151 110 4181 1334 6549 339 200	•	18	320	11	15	370	2	39	-	2	47	20	359	18	20	417
51 335 7 0 393 63 204 9 35 311 114 539 16 35 35 31	0	104	223	6	0	336	29	378	13	0	420	133	601	22	0	756
L 701 3262 188 90 4241 633 3287 151 110 4181 1334 6549 339 200	-	51	335	1	0	393	63	204	6	35	311	114	539	16	35	704
L 701 3262 188 90 4241 633 3287 151 110 4181 1334 6549 339 200	2	-	10	3	2	19	1	67	1	2	83	60	11	1	10	102
701 3262 188 90 4241 633 3287 151 110 4181 1334 6549 339 200	FAL	6	30	6	0	42	0	0	0	0	0	6	30	m	0	42
	11	101	3262	188	06	4241	633	3287	151	110	4181	1334	6349	339	200	8422

PEAR PASSENGERS PER HOUR: 1025 PEAR AS PERCENT OF TOTAL: 12.2% PASSENGER PEAR HOUR(S): 16

### CHARLOTTE, N.C. CLT PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



CHATTA NOOS A, TENN.

CBA

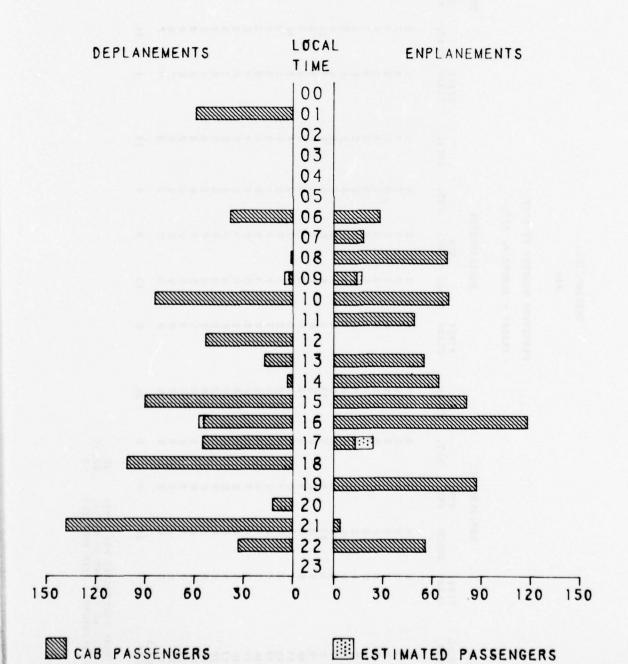
PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	0	59	0	0 0	> 0	,	9.0	70	22	154	6 7	53	72	67	171	175	19	101	87	12	142	8	0		1486
	EST.	0	0	0	0	0 0	0 0		0	9	0	0	0	0	0	0	3	11	0	0	0	0	0	0		20
TOTAL	BON.	0	0	0	0	> 0	<b>.</b>	, <	00	-	2	-	0	0	0	8	7	3	-	7	0	7	7	0		27
	во▼оо	0	51	0	0 0	0	2	31	63	14	135	11	61	19	09	152	153	59	89	78	=	119	18	0		1294
	PIRST	0	00	0	0 0		<b>.</b>		1	-	14	4	3	œ	7	16	17	9	11	1	-	21	9	0		145
	TOTAL	0	0	0	0 0	0	0 00	100	69	11	70	611	0	55	19	81	118	24	0	87	0	t	95	0		140
s	EST.	0	0	0	00	0		0 0	0	3	0	0	0	0	0	0	0	-	0	0	0	0	0	0		7
ENPLANEMENTS	REV.	0	0	0	0 0	0 0		0 0	0	0	0	-	0	0	0	-	-	0	0	2	0	0	-	0		9
ENPL	COACH	0	0	0	00		36	16	62	13	62	11	0	8 7	57	72	103	12	0	78	0	#	52	0		619
	FIRST	0	0	0	00		00	10	1	-	80	*	0	1	1	œ	14	-	0	7	0	0	3	0		11
	FOTAL	0	65	0	00		9 0	20	-	5	94	0	53	11	3	06	57	55	101	0	12	138	33	0		946
s,	EST.	0	0	0	0	•	00	0 0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0		9
DEPLANEMENTS	REV.	0	0	0	00		o u		0	-	2	0	0	0	0	7	-	3	-	0	0	2	-	0		21
DEPL	COACH	0	51	0	00		30	0	-	-	73	0	61	16	3	80	90	47	68	0	-1	115	59	0		645
	PIRST	0	00	0	00	00	. ~	0	0	0	9	0	t	-	0	00	3	2	1	0	-	21	3	0		74
	LOCAL	0	-	7	m =	* u	, ,	, -		6	10	=	12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAY

PEAK PASSENGERS PER HOUR: 175
PEAK AS PERCENT OF TOTAL: 11.8%
PASSENGER PEAK HOUR(S): 16

# CHATTANOOGA, TENN. CHA PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



CHICAGO, ILL.

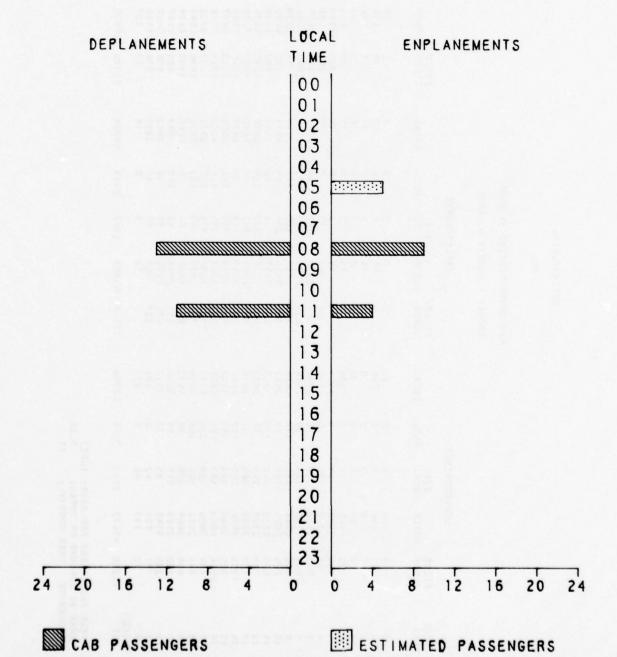
HDH

PASSENGER TRAPPIC BY HOUR PRIDAY - AUGUST 6, 1976

	TOTAL	000000000000000000000000000000000000000	
	EST.	00000n00000000000000000000000000000000	
TOTAL	RON REV.	000000000000000000000000000000000000000	
	COACH	*	
	PIRST	00000000000000000000000000000000000000	
	TOTAL		
s	EST.	000000000000000000000000000000000000000	
ENPLANEMENTS	REV.	000000000000000000000000000000000000000	
EMB	COACH	000000000000000000000000000000000000000	
	PIRST	000000000000000000000000000000000000000	
	TOTAL	000000000000000000000000000000000000000	
ø	EST.	000000000000000000000000000000000000000	
DEPLANEN ENTS	R EV.	000000000000000000000000000000000000000	
DEPL	солсн	000000010000000000000000000000000000000	
	FIRST	00000000000000000000000000000000000000	
	LOCAL	0 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	

PEAK PASSENGERS PER HOUR: PEAK AS PERCENT OF TOTAL: PASSENGER PEAK HOUR(S):

# CHICAGO, ILL. MDW PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



CHICAGO, ILL.

ORD

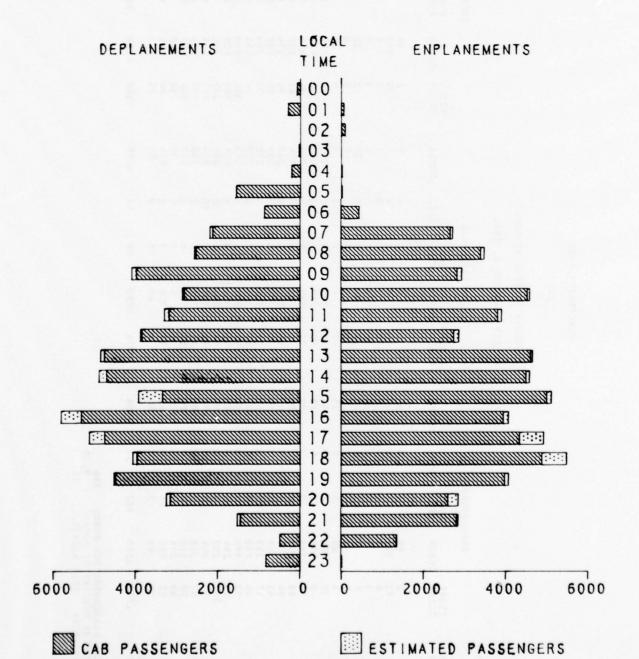
PASSENGER TRAFFIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	1.8	358	68	30	223	1568	1294	4888	6033	7013	7421	7186	6728	9486	9456	9020	1986	10033	9535	8583	6809	4354	1836	841	122012
	EST.	0	0	0	0	0	0	0	126	121	224	16	211	159	141	272	692	620	965	712	133	352	108	9	0	0 76 7
TOTAL	REV.	5	7.	2	0	13	43	917	202	330	335	365	328	285	452	355	398	315	307	286	302	239	180	101	4	4953
	COACE	11	314	75	29	181	1399	1101	3659	4292	5059	5590	5735	5074	7270	6983	64 17	7139	6932	6843	6699	4517	3420	1343	727	02606
	PIRST	5	30	œ	-	29	126	147	901	1290	1395	1372	912	1210	1623	1846	1513	1793	1829	1691	1449	881	919	376	73	21149
	TOTAL	0	62	68	0	15	14	439	2704	3469	2928	4573	3891	2856	0191	4571	5103	4062	49 14	54.76	0907	2843	2842	1355	18	60924
TS	ESI.	0	0	0	0	0	0	0	54	82	110	95	96	125	11	85	111	126	585	607	95	253	36	10	0	2475
ENPLANEMENTS	NCN REV.	0	2	2	0	0	2	12	150	201	150	236	161	122	187	148	234	118	138	157	116	80	98	9	-	2361
ZNP	COACH	0	6 7	16	0	15	11	341	2137	2507	2115	3535	3197	2115	3564	3507	3771	3091	3076	3931	3030	2019	2275	961	16	45338
	FIRST	0	6	80	0	0	-	98	363	619	553	746	437	1161	845	831	186	727	1115	781	841	161	436	319	-	10750
	FOTAL	81	296	0	30	208	1554	855	2184	2564	4085	2848	3295	3872	9181	4885	3917	5805	5119	4059	4523	3246	1512	481	823	61088
TS.	EST.	0	0	0	0	0	0	0	12	39	114	38	115	34	16	187	581	161	380	105	38	66	72	0	0	2465
DEPLANEHENT	NON REV.	2	6	0	0	13	4.1	34	52	129	185	129	167	163	265	207	164	197	169	129	208	159	85	12	0 1	2592
DEP	COACH	11	266	0	29	166	1388	750	1522	1785	2944	2055	2538	2959	3706	3476	2646	8 40 4	3856	2912	3669	2598	1145	382	111	45632
	PIRST	5	21	0		29	125	61	538	611	842	626	475	716	778	1015	526	1066	714	913	909	390	210	57	72	10 399
	LOCAL	0	-	7	3	*	2	9	1	80	6	10	:	12	13	14	15	16	17	18	19	20	21	22	23	DAT

PEAK PASSENGERS PER HOUR: 10033
PEAK AS PERCENT OF TOTAL: 8.2%
PASSENGER PEAK HOUR(S): 17

# CHICAGO, ILL. ORD PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



CINCINNAFI, OHIO

CV3

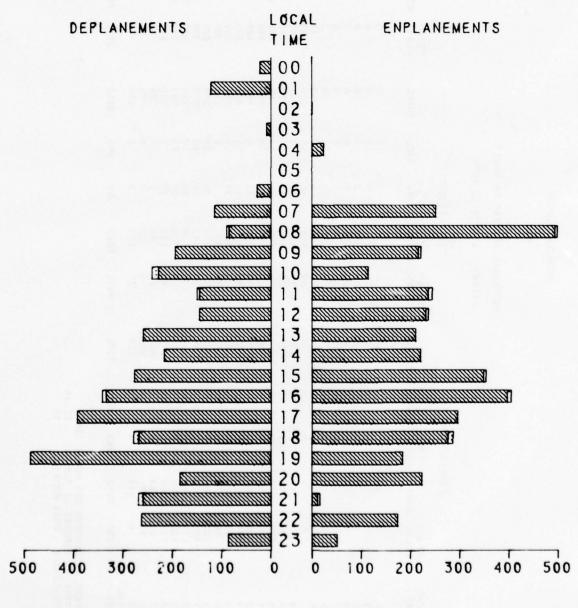
PASSENGER TRAFFIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	22	121	-	80	24	0	88	365	587	415	355	393	381	694	436	630	246	688	564	671	407	285	437	137		8170
	EST. T	•	0	0	0	0	0	0	0	10	5	13	13	2	0	0	2	16	0	20	0	0	15	0	0		102
FOTAL	RON REV.	-	7	0	7	0	0	0	12	17	14	12	12	13	17	16	14	17	6	16	12	74	*	14	3		221
H	BOTOD	19	101	-	2	22	0	25	267	172	360	262	274	288	381	354	4 85	808	1111	121	562	267	220	343	111		6298
	FIRST	2	12	0	-	2	0	3	98	88	36	89	76	75	11	99	126	105	235	101	16	126	91	90	23		1549
	TOTAL	0	0	-	0	24	0	0	251	86 %	221	114	244	236	210	220	353	101	295	286	184	223	16	174	51		5004
	EST.	0	0	0	0	0	0	0	0	2	2	0	80	2	0	0	2	00	0	10	0	0	2	0	0		1:
ZMPLAMZBENTS	RON REV.	0	•	0	c	0	0	0	6	74	2		9	6	7	1	3	7	2	1	2	9	•	3	-		68
ENPL	COACH	0	0	-	0	22	0	0	171	399	189	105	200	190	154	16/5	291	314	192	177	164	149	9	154	91		3090
	PIRST	0	0	0	0	2	0	0	11	80	22	2	30	32	54	47	54	80	86	92	15	89	4	17	*		775
	POTAL	22	121	0	•	0	0	28	114	89	194	241	149	145	259	216	277	342	393	278	487	184	269	263	98		4165
8	EST.	•	0	•	0	0	0	0	0	2	0	13	S	•	0	0	0	80	0	10	0	0	10	0	0		51
DEPLANEMENTS	BOR BEV.	•	7	0	7	0	0	0	3	3	6	80	9	3	15	6	11	15	3	6	1	00	3	=	7		132
DEPL	COACH	19	101	0	2	0	0	25	96	73	171	157	14	86	227	188	194	294	252	244	358	118	214	189	65		3208
	PIRST	7	12	0	-	0	0	3	15	80	=	63	19	43	11	19	72	25	137	15	82	58	42	63	19		174
	LOCAL	•	-	7	3	-	2	9	1	00	6	10	=	12	13	=	15	16	11	18	19	20	21	22	23	TOTAL	DAT

PERM PASSEMERS PER HOUR: 746
PEAK AS PERCENT OF TOTAL: 9.1%
PASSEMEER PEAK HOUR(S): 16

#### CINCINNATI, OHIO CVG PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



CAB PASSENGERS

ESTIMATED PASSENGERS

CLEVELAND, OHIO

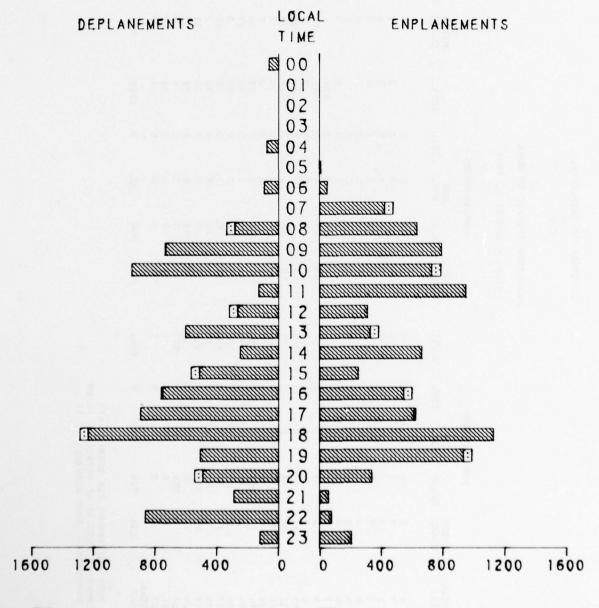
CLE

PASSENGER TRAPPIC BY HOUR PRIDAY - AUGUST 6, 1976

	TOTAL	62	0	0	0	75	10	142	914	196	1525	1735	1073	627	984	806	816	1359	1515	2412	1492	881	345	939	326	18669
	EST.	0	0	0	0	0	0	0	54	54	2	65	0	54	54	0	54	79	10	24	54	54	0	0	0	210
TOTAL	REV.	3	0	0	0	6	7	œ	14	33	82	62	36	27	51	42	38	63	36	92	34	27	10	35	2	109
	COACH	34	0	0	0	58	7	123	335	713	1251	1115	890	118	249	735	895	957	1271	2024	1127	515	292	847	286	14635
	PIRST	5	0	0	0	80	-	=	73	167	187	198	147	128	232	131	156	275	198	242	277	184	43	57	35	2755
	TOTAL	0	0	0	0	0	10	6 11	91 1	631	789	785	146	309	382	661	250	598	621	1124	985	336	99	75	206	9290
۷ı	EST.	0	0	0	0	0	0	0	24	0	0	59	0	0	54	0	0	5.4	01	0	24	0	0	0	0	235
ENPLANEMENTS	NON REV.	0	0	0	0	0	2	3	14	27	37	34	32	12	12	34	3	15	24	55	56	13	2	0	2	347
1 d N 2	COACH	0	0	0	0	0	7	42	335	531	659	809	792	255	185	549	170	375	492	958	748	270	31	71	175	7223
	PIRST	0	0	0	0	0	-	7	73	73	123	118	123	42	131	78	11	154	98	111	157	53	23	ŧ	23	1435
	FOTAL	62	0	0	0	75	0	93	0	336	736	950	126	318	602	247	995	761	168	1288	201	545	289	198	120	9379
s	EST.	0	0	0	0	0	0	0	0	54	2	0	0	54	0	0	54	10	0	54	0	24	0	0	0	285
DEPLANEMENT	NON REV.		0	0	0	6	0	2	0	9	45	28	t	15	39	80	35	80 3	12	37	80	14	80	35	3	362
DEPI	COACH	54	0	0	0	58	0	81	0	182	622	808	86	163	462	166	358	582	179	1066	379	346	261	176	111	7412
	PIRST	5	0	0	0	80	0	1	0	16	19	114	24	98	101	53	19	121	103	131	120	131	20	53	9	1320
	LOCAL	0	-	2	3	3	2	9	1	80	6	10	=	12	13	14	15	16	11	18	19	20	21	22	23 TOTAL	DAY

PEAK PASSENGERS PER HOUR: 2412 PEAK AS PERCENT OF TOTAL: 12.9% PASSENGER PEAK HOUR(S): 18

## CLEVELAND, OHIO CLE PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976





ESTIMATED PASSENGERS

COLORADO SPRINGS, COLO.

200

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976

	TOTAL	0	0	0	0	0	0 4	118	205	0	163	419	0	0	229	159	124	139	120	193	45	171	22	0		2113
	EST.	0	0	0	0		0 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
TOTAL	ROB REV.	0	0	0	0 9	0	00		9	0	9	80	0	0	3	4	2	•	3	2	0	9	-	0		21
	COACE	0	0	0	0	0	0 40	110	136	0	72	318	a	0	168	108	111	73	114	136	12	157	19	0		1545
	PIRST CLASS	0	0	0	0		00		63	0	88	93	0	•	58	47	5	63	3	52	33	00	2	•		516
	TOTAL	0	0	0	0	0	00	116	168	0	54	334	0	•	7.1	80	67	33	73	34	12		22	0		1068
ş	EST.	0	0	0	0 0	> 0	00	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0	0	0	•	0
ZHE LA HERENTS	ROB REV.	0	0	0	0 0	•	00		*	0	-	9	0	0	-	-	-	-	-	2	0	0	-	0		22
8	COACE	•	0	0	0 0	0	00	109	103	0	0	260	0	0	69	38	63	0	11	25	12	3	19	0	-	168
	FIRST	0	0	0	00		00		61	0	53	68	0	0	2	41	3	32	-	7	0	-	2	0		278
	TOTAL	0	0	0	0	0	9 0	7	37	0	109	85	0	0	158	79	57	106	17	159	33	167	0	0		1045
2	EST.	0	0	0	0 9		00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
DEPLANEMENTS	BON BEV.	0	•	0	0	0	00	-	2	0	2	2	•	0	7	3	-	7	7	3	0	9	0	0	-	53
920	COACH	0	0	0	00	0	0 40	-	33	0	12	58	0	0	103	70	95	73	43	111	0	154	0	0	-	178
	FIRST	0	0	0	0 0	0	00	0	2	0	32	25	0	0	53	9	7	31	7	45	33	1	0	0		238
	FIRE	0	-	7	~ .	* "	n ve	1	60	6	10	=	12	13	14	15	16	11	18	19	20	21	22	23	TOLVE	DAT

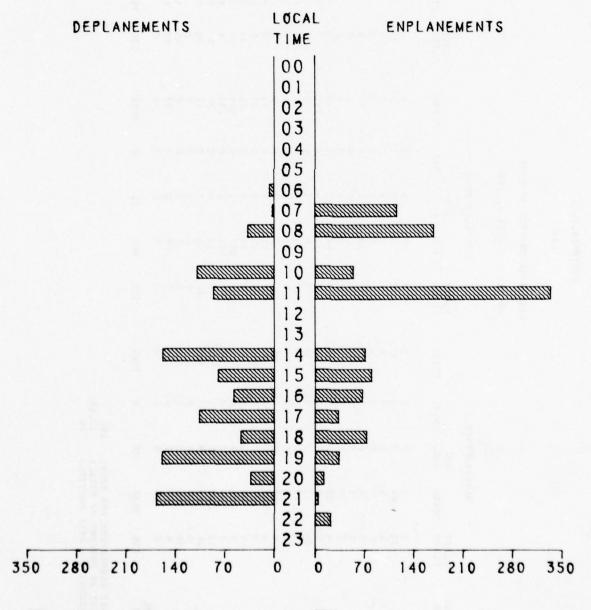
PEAK PASSENGERS PER HOUR: 419 PEAK AS PERCENT OF TOTAL: 19. PASSENGER PEAK HOUR(S): 11

COLORADO SPRINGS, COLO.

COS

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976





ESTIMATED PASSENGERS

COLUMBIA, S.C.

CAR

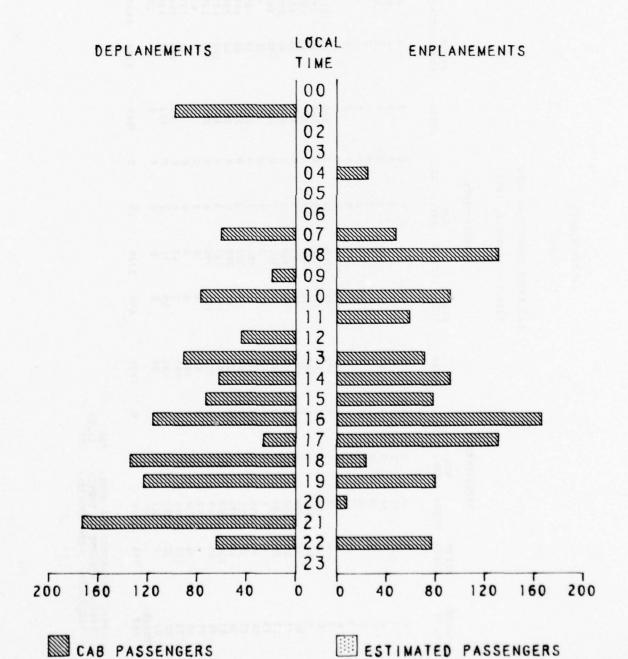
PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976

	TOTAL																								0	
	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•
TOTAL	RON REV.	0	-	0	0	0	0	0	5	t	2	~	-	0	2	3	3	7	2	-	9	0	2	3	0	
	COACE	0	78	0	0	22	0	0	16	120	3	145	54	0 7	151	142	137	529	147	143	155	0	156	125	0	
	FIRST	0	13	0	0	3	0	0	9	7	14	20	a		6	00	11	21	<b>œ</b>	14	42	00	15	13	0	
	TOTAL	0	0	0	0	25	0	0	87	131	0	92	65	0	7.1	92	78	166	131	54	80	00	0	17	0	
un.	esr.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ENPLANSMENTS	NCN PEV.	0	0	0	0	0	0	0	2	1	0	0	-	0	2	2	-	2	2	0	2	0	0	2	c	-
ENPL	COACH	0	0	0	0	22	0	0	**	120	0	75	54	0	19	85	71	151	122	23	62	0	0	68	0	
	FIRST	0	0	0	0	3	0	0	2	1	0	11	,	0	2	5	9	13	1	-	16	æ	0	7	0	
	FOTAL	0	86	0	0	0	0	0	09	0	19	11	0	111	91	62	73	116	26	134	123	0	173	19	0	
S	53	0	0	0	0	0	0	0	c	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
DEPLANEMENTS	NON REV.	0	-	0	0	0	0	0	3	0	2	3	0	0	0	2	7	0	0	-	,	0	7		0	
DEPL	COACH	0	96	0	0	0	0	0	53	0		11	0	0 1	87	57	99	108	25	120	93	0	156	57	0	
	PIRST	0	13	0	0	0	0	0	3	0	14	3	0	*	3	3	5	œ	-	13	56	0	15	9	0	
	LOCAL	0		2	3	4	5	9	1	80	6	0	-	2	3	*	2	9	1	80	6	0	-	2	23	

PEAK AS PERCENT OF TOTAL: 12.
PASSENGER PEAK HOUR(S): 15

### COLUMBIA, S.C. CAE PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



COLUMBUS, OHIO

CHH

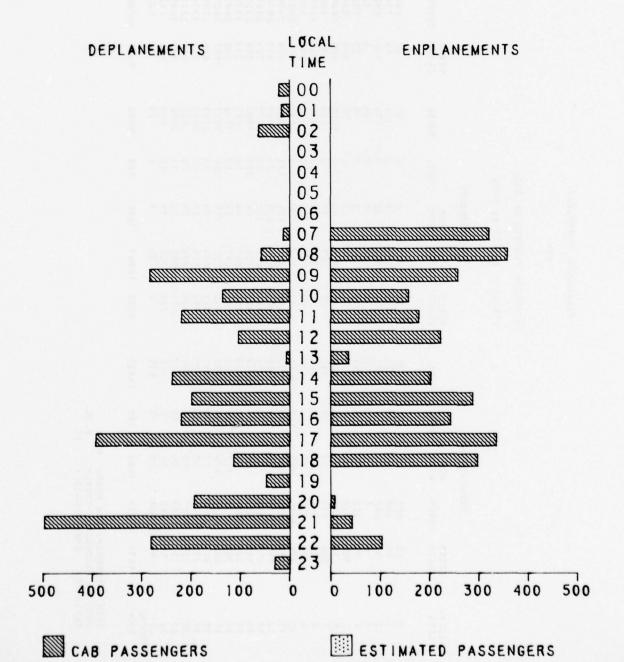
PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	21	16	63	0	0	0	0	332	415	240	292	397	325	42	011	485	462	728	410	47	201	240	384	30		6170
	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
TOTAL	BON BEV.	0	0	0	0	0	0	0	:	:	16	6	17	10	٣	=	01	80	1	7	2	7	7	1	0		141
	COACH	70	15	58	0	0	0	0	243	349	461	197	298	181	6	402	395	394	473	235	0 7	181	354	328	27		1960
	FIRST	•	-	2	0	0	0	0	78	55	63	98	85	134	30	27	80	09	248	168	7	18	179	611	3		1369
	TOTAL	0	0	0	0	0	0	0	320	357	257	157	178	222	36	202	287	242	335	297	0	7	43	103	0		3043
s	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
ENPLANEMENTS	RON REV.	0	0	0	0	0	0	0	10	6	6	3	6	1	-	3	3	3	3	t	0	0	0	3	0	,	69
ENPL	солся	0	0	0	0	0	0	0	236	297	236	66	138	140	2	186	243	222	213	190	0	1	41	7.1	0		2324
	FIRST	0	0	0	0	0	0	0	74	51	12	24	31	75	30	13	41	16	119	103	0	0	2	29	0		650
	TOTAL	21	16	63	0	0	0	0	12	58	283	135	219	103	9	238	198	220	393	113	47	194	497	281	30		3127
s	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
DEPLANERENTS	RON REV.	0	0	0	0	0	0	0	-	7	1	2	80		7	60	7		#	3	S	7	1	4	0		12
DEPL	COACE	70	15	58	0	0	0	0	1	52	225	85	150	41	3	216	152	172	260	45	0 *	174	313	257	27		2336
	FIRST	-	-	s	0	0	0	0	#	*	51	32	51	65	0	14	39	##	129	65	7	18	177	20	3	-	719
	LOCAL	0	-	2	3		5	9	1	80	6	10	=	12	13	14	15	16	17	18	19	20	21	22	23	TOTAL	DAT

PEAK PASSENGERS PER HOUR: 728
PEAK AS PERCENT OF TOTAL: 11.8
PASSENGER PEAK HOUR(S): 17

# COLUMBUS, OHIO CMH PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



DALLAS/PT. HORTH, TEX.

N.A.O

PASSENGER TRAPPIC BY HOUR PRIDAY - AUGUST 6, 1976

	TOTAL	585	884	812	36	366	1103	1676	1354	2321	1087	2994	3518	3515	4084	3080	2380	3833	4764	3842	2046	2840	2684	865	8 79	51317
	EST.	0	0	0	0	0	0	0	38	34	38	109	111	# 3	33	253	101	23	36	61	77	38	28	15	10	1016
TOTAL	RON REV.	2	22	23	0	œ	47	63	88	171	11	177	253	220	244	122	148	201	266	158	16	172	112	54	0 7	2768
	COACH	3.18	178	585	32	323	928	1424	880	1509	758	2252	2376	2804	3045	2137	1735	2999	3405	2749	1354	2211	1949	513	522	38086
	FIRST	62	78	104	#	35	128	189	348	507	214	456	178	8 11 11	762	558	393	610	1057	988	551	419	565	183	16	2447
	TOTAL	77	364	574	36	0	25	1395	436	1915	577	533	1963	2147	2110	1891	196	1532	2407	2291	1038	636	2106	419	59	25488
s	EST.	0	0	0	0	0	0	0	10	56	18	S	101	25	13	104	78	13	18	23	56	15	13	15	2	508
ENPLANEMENTS	REV.	0	2	12	0	0	3	42	11	155	8 7	30	125	135	132	99	119	59	152	81	37	33	73	18	-	1288
ZNPL	COACE	19	329	515	32	0	0	1174	369	1252	429	417	1371	1694	1653	1304	629	1217	1785	1664	579	1161	1582	258	16	18860
	FIRST	10	30	47	=	0	22	179	0 7	482	82	81	386	293	312	417	166	243	452	523	396	116	438	128	1	4832
	TOT AL	508	520	238	0	366	1078	281	918	90 %	510	2461	1535	1368	1974	1189	1413	2301	2357	1551	1008	2204	578	944	619	25829
s	EST.	0	0	0	0	0	0	0	28	00	20	104	10	18	20	159	56	10	18	26	18	23	15	0	2	808
DEPLANEARNTS	NON REV.	2	17	11	0	00	77	21	71	16	29	147	128	85	112	96	78	142	114	11	09	139	39	36	33	1480
DEPL	COACH	451	611	170	0	323	928	250	511	357	329	1835	1005	1110	1392	833	1076	1782	1620	1085	775	1717	367	355	909	19226
	FIRST	52	54	57	0	35	106	10	308	25	132	375	392	155	450	141	227	367	609	363	155	325	157	55	69	4615
	LOCAL	0	-	7		*	2	9	1	00	6	10	=	12	13	14	15	16	17	18	19	20	21	22	23	DAY

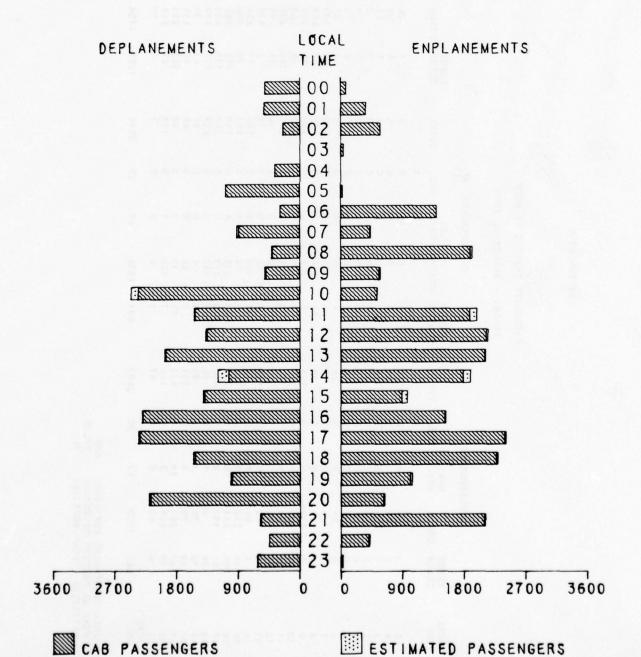
PEAK PASSENGERS PER HOUR: 4764
PEAK AS PERCENT OF TOTAL: 9.3%
PASSENGER PEAK HOUR(S): 17

DALLAS/FT. WORTH, TEX.

DFW

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976



DAY TON, OHIO

DAY

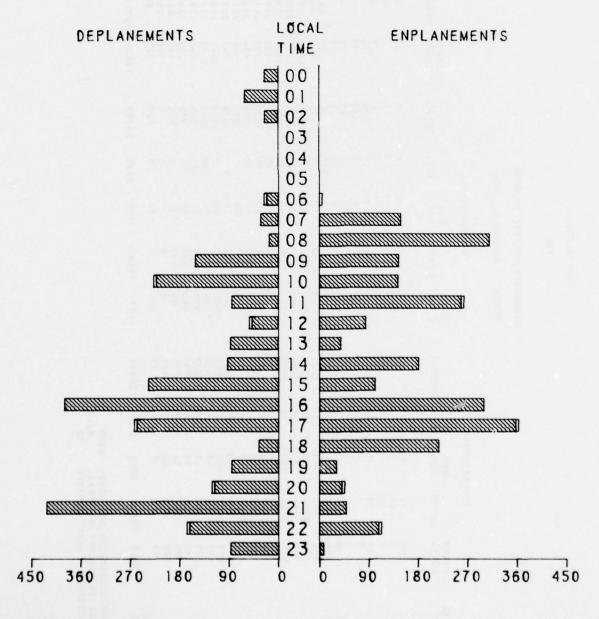
PASSENGER TRAPPIC BY HOUR

PRIDAT - AUGUST 6, 1976

	TOTAL	25	61	77	0	0	0	31	180	325	295	370	347	136	126	273	338	689	624	252	116	167	471	279	16		5223
	EST.	0	0	0	0	0	•	10	0	0	0	2	s	2	0	0	0	0	10	0	0	10	0	10	0		25
TOTAL	RON.	•	-	0	0	0	•	0	1	6	15	10	=	3	0	2	12	=	20	7	-	-	15	#	0		117
	COACH	24	24	23	0	0	0	21	113	249	265	260	205	35	120	251	306	99 t	431	113	74	115	294	248	89		3756
	FIRST		9	-	0	0	0	0	09	67	15	95	126	93	9	11	20	212	173	137	1,1	11	162	11	2		1295
	TOTAL	0	0	0	0	0	0	2	148	309	144	143	263	#8	39	180	101	299	362	217	31	911	61	113	1		2540
v	EST.	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	2	0	0	2	0	2	0		52
ENPLANEMENTS	REV.	0	0	0	0	0	0	0	2	1	9	-	1	2	0	3	-	9	9	•	0	0	-	-	0		48
ENPL	COACH	0	0	0	0	•	0	0	87	238	132	135	181	0	38	165	116	235	239	113	0	01	33	100	9		1836
	PIRST	0	0	0	0	•	0	0	99	19	9	1	70	82	-	11	9	58	112	103	31	-	15	1	-		631
	FOTAL	25	61	24	0	0	0	56	32	16	151	227	94	52	87	93	237	390	262	35	85	121	422	166	87		2683
s	EST.	•	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	0	S	0	0	2	0	2	0		30
DEPLANEHENTS	BOR .	0	-	•	0	0	0	0	7	2	6	6	4	1	0	-	11	2	3	•	-	-	14	3	0		69
DEPL	COACH	24	54	23	0	0	0	21	56	11	133	125	24	35	82	98	212	231	192	0	74	75	261	148	83		1920
	PIRST	00	9	-	0	0	0	0	*	3	6	88	99	-	2	9	14	154	61	34	10	04	147	10	1		199
	TIME	0	-	7	3	*	2	9	1	80	6	10		12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAT

PEAK PASSENGERS PER HOUR: 689 PEAK AS PERCENT OF TOTAL: 13. PASSENGER PEAK HOUR(S): 16

#### DAYTON, OHIO DAY PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



DENV PR, COLO.

DEN

PASSENGER TRAPPIC BY HOUR

FRIDAY - AUGUST 6, 1976

	TOLOT	134	09	39	151	112	21	87	991	2288	3743	9067	4643	3538	4157	2926	2677	4142	4194	0470	3368	1708	1070	381	157	59661	
	EST.	0	0	0	0	0	0	10	525	513	28	1020	20	15	101	106	15	1015	31	538	518	15	2	0	0	4475	
TOTAL	REV.	13	7	2	18	00	-	3	34	87	556	159	227	129	186	132	135	108	168	143	115	73	7.1	20	=	2110	
	COACH	11	8 7	28	118	93	0	9	345	745	2375	2934	3290	2573	2513	2020	2071	2272	25 32	2777	1792	1228	829	252	24	30942	
	PIRST	77	5	9	15	=	20	19	87	643	1084	195	1106	821	1357	668	954	147	1463	1012	643	392	165	109	122	12438	
	TOLYT	0	0	0	24	112	21	87	890	914	1850	2944	1953	2403	1672	2127	802	2476	1642	2544	1536	918	555	0	120	25152	
S.	EST.	0	0	0	0	0	0	01	510	5	18	200	10	15	10	36	5	510	00	520	13	2	0	0	0	2235	
ENPLANEMENTS	REV.	0	0	0	3	œ	-	7	29	38	153	120	90	81	85	81	8 7	7.0	65	16	79	35	38	c	-	1100	
ENP	COACH	0	0	0	19	93	0	9	282	904	951	1837	1332	1792	9116	1513	620	1542	925	1424	887	628	437	0	0	15640	
	PIRST	0	0	0	2	11	20	19	69	27	728	487	521	515	631	437	129	354	119	524	572	250	80	0	109	6177	
	TOTAL	134	9	39	127	0	0	0	101	1812	1893	1964	2690	1135	2485	199	1875	1666	2552	1926	1832	190	515	381	37	24813	
S	EST.	0	0	0	0	0	0	0	15	508	10	520	10	0	91	10	10	505	23	18	505	10	2	0	0	2240	
DEPLANEMENTS	RON REV.	13	1	2	15	0	0	0	2	611	103	39	137	8 7	101	51	87	38	103	67	51	38	33	20	0	1010	
DEPI	COACE	11	8 7	28	66	0	0	0	63	339	1424	1097	1958	781	1567	507	1451	730	1607	1353	905	009	392	252	74	15302	
	PIBST	77	5	9	13	0	0	0	18	916	356	308	585	306	726	231	327	393	819	488	371	142	85	109	13	6261	
	LOCAL	0	-	7	3	*	5	9	1	80	6	10	::	12	13	14	15	16	11	18	19	20	21	22	23	DAT	

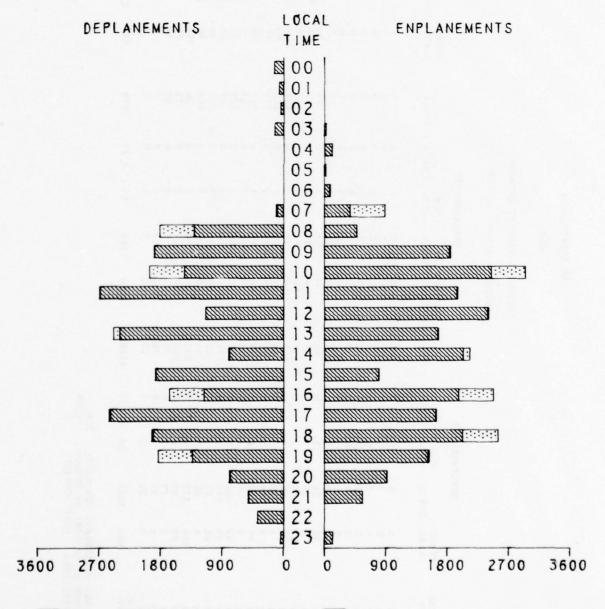
PEAK PASSEMBERS PER HOUR: 4908
PEAK AS PERCENT OF TOTAL: 9.8%
PASSEMBER PEAK HOUR(S): 10

DENVER, COLO.

DEN

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976



DES HOINES, IONA

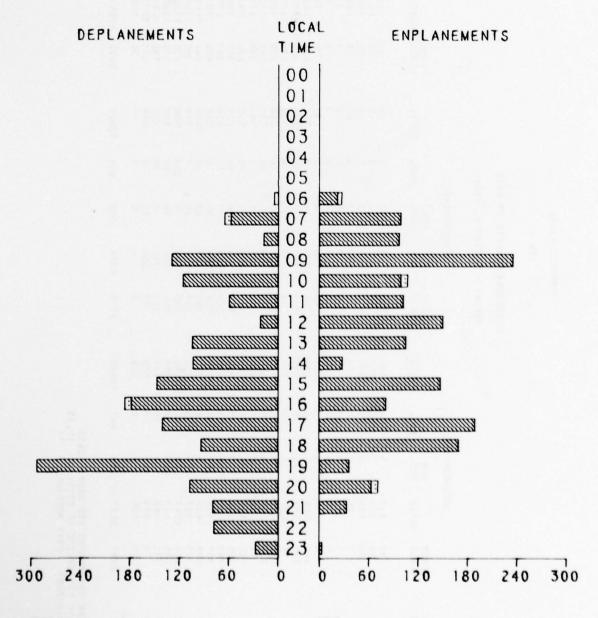
PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	0	0	0	0	0	0	32	164	114	364	222	161	171	209	131	294	267	329	262	329	178	112	78	30	3447
	EST.	0	0	0	0	0	0	10	80	0	0	80	0	0	0	0	0	00	0	0	0	80	0	0	0	42
TOTAL	RON REV.	0	0	0	0	0	0	-	9	2	13	=	11	2	6	3	00	7	9	80	80	#	3	-	0	109
	COACE	0	0	0	0	0	0	20	114	52	233	137	101	155	106	122	208	225	229	218	117	83	75	7.1	59	2361
	FIRST	0	0	0	0	0	0	-	36	57	118	99	43	=	116	9	78	27	76	36	111	83	34	9	-	935
	TOTAL	0	0	0	0	0	0	27	66	44	235	101	102	150	105	28	147	81	189	169	36	1.1	33	0	3	1679
s	EST.	0	0	0	0	0	0	5	0	0	0	80	0	0	0	0	0	0	0	0	0	00	0	0	0	21
ENPLANEMENTS	NON BEV.	0	0	0	0	0	0	-	3	7	9	3	00	3	3	-	3	3	3	S	0	2	2	0	0	51
ENPL	COACH	0	0	0	0	0	0	20	06	37	172	83	55	136	54	56	88	16	140	132	0	27	0	0	3	1139
	FIRST	0	0	0	0	0	0	-	9	99	57	13	39	10	8 3	-	95	2	94	32	36	34	31	0	0	468
	FOTAL	0	0	0	0	0	0	2	65	17	129	115	65	21	104	103	147	186	140	93	293	101	19	78	17	1768
2	EST.	0	0	0	0	0	0	2	œ	0	0	0	0	0	0	0	0	80	0	0	0	0	0	0	0	21
DEPLANEMENTS	ROS REV.	0	0	0	0	0	0	0	3	-	1	80	3	-	9	7	2	#	3	3	80	7	-	-	0	5.8
DEPL	COACH	0	0	0	0	0	0	0	24	15	61	54	52	19	52	96	120	149	68	98	111	99	75	11	56	1222
	PIRST	0	0	0	0	0	0	0	30	-	61	53	7	-	911	2	22	25	84	t	108	64	3	9	-	194
	LOCAL	0	-	2	3	*	5	9	1	80	65	10		12	13	14	15	16	11	18	19	50	21	22	23	DAT

354 10.6% PERK DASSENGERS PER HOUR: PEAK AS PERCENT OF TOTAL: PASSENGER PEAK HOUR(S):

## DES MOINES, IOWA DSM PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



CAB PASSENGERS

ESTIMATED PASSENGERS

DETROIT, MICH.

DIG

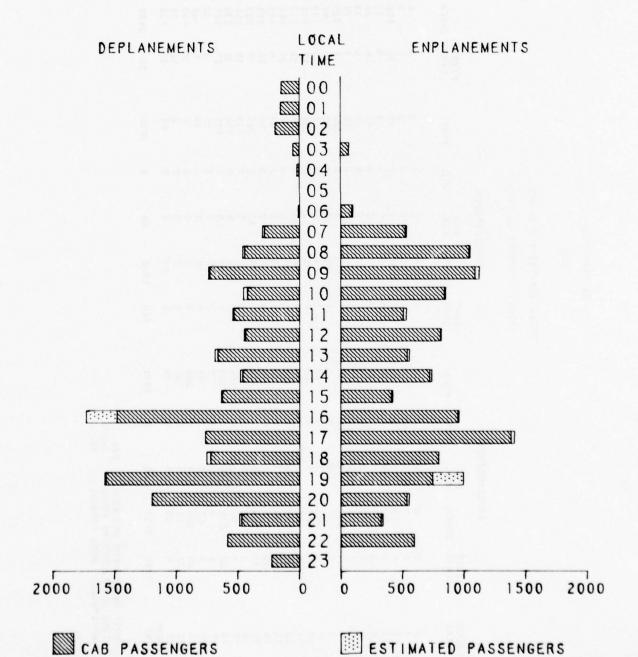
PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976

	TOTAL	147	151	195	115	14	0	106	831	1507	1858	1302	1071	1260	1240	1214	1053	2688	2169	1546	2575	1748	825	1181	225		25021
	EST.	0	0	0	0	0	0	16	24	24	111	111	32	18	42	34	18	259	56	32	259	18	32	0	0		922
TOTAL	REV.	3	-	4	7	0	0	7	28	95	73	27	56	33	33	37	21	62	32	39	8 7	55	17	23	3		628
	COACH	131	140	178	104	13	0	16	240	1072	1505	906	718	871	893	160	577	1881	1167	1085	1792	1285	5 84	1001	165		17851
	PIRST	12	10	13	6	-	0	01	239	355	236	325	295	3 38	272	383	337	984	119	390	92 4	390	192	151	99		2620
	TOTAL	0	0	0	19	0	0	86	532	1048	1122	850	531	816	556	738	420	626	1408	161	995	553	341	965	0		12424
Ñ	ESF.	0	0	0	0	0	0	80	80	80	34	10	24	60	18	16	10	80	56	0	549	18	16	0	0		461
ENPLANEMENTS	NON REV.	0	0	0	2	0	0	1	24	34	55	16	17	21	13	24	7	19	23	29	6	16	œ	11	0		332
ENPI	COACH	0	0	0	59	0	0	16	504	781	892	634	428	525	378	535	214	765	1003	848	545	364	196	206	0		8854
	FIRST	0	0	0	9	0	0	10	95	225	141	190	62	262	147	163	189	167	356	217	192	155	121	19	0		2777
	TOTAL	147	151	195	8 7	14	0	80	299	459	736	452	240	1111	189	476	633	1729	761	752	1580	1195	11811	585	225		12597
s	EST.	0	0	0	0	0	0	80	16	16	10	34	8	10	24	18	80	251	0	32	10	0	16	0	0		461
DEPLANEMENTS	NON REV.	3	-	7	0	0	0	0	1	22	18	-1	6	12	20	13	14	43	6	10	39	39	6	12	3		596
DEPL	COACH	131	140	178	115	13	0	0	135	291	613	272	290	346	515	225	463	1116	191	537	1247	921	388	501	166		1658
	PIRST	12	10	13	3	-	0	0	144	130	95	135	233	16	125	220	148	319	288	173	284	235	71	72	99		2843
	LOCAL	0	-	2	3	,	2	9	1	9	6	10	11	12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAY

PEAK PASSENGERS PER HOUR: 2688
PSAK AS PERCENT OF TOTAL: 10.7%
PASSENGER PEAK HOUR(S): 16

### DETROIT, MICH. DTW PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



EL PASO, TEX.

ELP

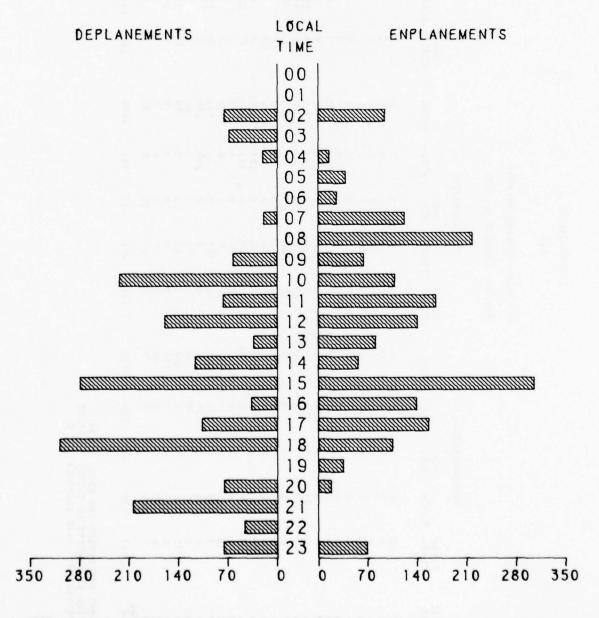
PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL		0	0	169	89	35	39	56	141	218	126	331	242	299	114	172	584	175	262	413	35	93	204	9 17	145		3937
	EST.		0	0	0	0	0	0	•	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
TOTAL	RON REV.	•	0	0	3	10	3	7	7	9	10	9	11	15	1.	9	2	56	9	10	15	-	3	3	-	9		166
	COACH		0	0	150	53	28	33	23	129	187	113	303	213	261	103	152	523	154	234	371	32	83	180	33	129		3487
	PIRST		0	0	16	2	3	3	-	9	21	1	17	14	74	2	15	35	15	18	27	7	9	20	12	01		284
	TOTAL		0	0	116	0	15	39	56	122	218	79	108	166	140	81	99	305	139	156	105	35	18	0	0	69		1956
s	EST.	,	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
ENPLANEMENTS	RON REV.	•	0	0	2	0	2	2	2	2	10	3	2	11	9	2	2	=	2	<b>6</b> 0	s	-	-	0	0	3		98
ENPL	COACH	,	0	0	82	0	::	33	23	112	187	58	86	146	121	73	611	274	122	138	95	32	16	0	0	09		1730
	PIRST	•	0	0	10	0	2	t	-	2	21	3	80	6	13	3	2	20	12	10	2	2	-	0	0	9		140
	FOTAL	•	0	0	75	89	20	0	0	19	0	62	223	16	159	33	116	279	36	106	308	0	75	204	94	16		1981
s	EST.		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
DEPLANEMENTS	BON BEV.	•	0	0	-	10	-	0	0	-	0	3	6	3	00	-	3	15	-	7	10	0	3	1	,	3		80
DEPL	COACH		0	0	89	53	11	0	0	11	0	55	205	67	140	30	103	249	32	96	276	0	19	180	33	69		1757
	PIRST		0	0	9	2	2	0	0	-	0	3	6	5		7	10	15	3	00	22	0	2	20	12	7		144
	TINE		0	-	7	3	*	2	9	1	80	6	10	11	12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAY

PEAK PASSENGERS PER HOUR: 584 PEAK AS PERCENT OF TOTAL: 14. PASSENGER PEAK HOUR(S): 15

#### EL PASO, TEX. ELP PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



FRESNO, CALIF.

PAT

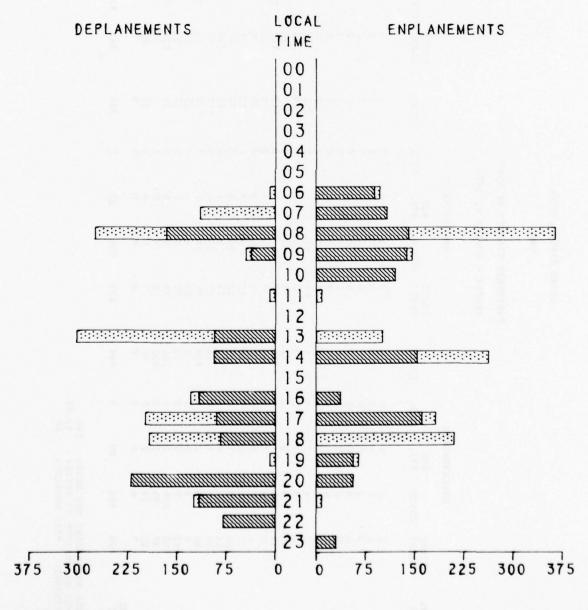
PASSENGER TRAFFIC BY HOUR

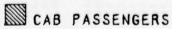
FRIDAY - AUGUST 6, 1976

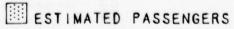
	TOTAL	c	>	0	0	0	0	0	105	222	638	190	120	16	0	403	356	0	166	380	402	72	276	132	79	30	3587
	EST.	c	>	0	0	0	0	0	16	114	332	16	0	16	0	311	109	0	13	130	319	16	0	16	0	0	1408
TOTAL	NON REV.	c	>	0	0	0	0	0	-	7	12	7	3	0	0	-	2	0	2	2	7	2	t	7	2	10	09
	COACH	c	>	0	0	0	0	0	81	96	285	111	104	0	0	83	225	0	83	225	75	52	251	110	72	20	1876
	PIRST	c	>	0	0	0	0	0	7	00	6	99	13	0	0	00	11	0	89	19	9	2	21	<b>t</b>	5	0	243
	TOTAL	c	>	0	0	0	0	0	97	108	364	146	120	00	0	101	263	0	37	182	210	19	99	80	0	30	1794
15	EST.	c	>	0	0	0	0	0	œ	0	223	00	0	80	0	101	109	0	0	21	210	00	0	00	0	0	104
ENPLANEMENTS	NON REV.	c	-	C	0	0	0	0	-	2	3	1	3	0	0	0	7	0	-	2	0	2	-	0	0	10	33
d S	COACH	c	0	0	0	0	0	0	81	96	134	111	104	0	0	0	141	0	0	147	0	52	53	0	0	20	941
	FIRST	c	>	0	0	0	0	0	1	00	3	23	13	0	0	0	6	0	36	12	0	2	2	0	0	0	116
	TOTAL	c	>	0	0	0	0	0	80	114	274	1111	0	80	0	302	93	0	129	198	192	60	220	124	19	0	1793
rs.	EST.	•	>	0	0	0	0	0	80	114	109	00	0	00	0	210	0	0	13	109	109	00	0	œ	0	0	104
DEPLANEMENTS	NCN R EV	-	>	0	0	0	0	0	0	0	6	3	0	0	0	-	-	0	-	3	7	0	3	2	7	0	27
DEPI	COACH	•	>	0	0	0	0	0	0	0	151	0	0	0	0	83	84	0	83	19	75	0	198	110	72	0	935
	PIRST	•	>	0	0	0	0	0	0	0	5	33	0	0	0	00	00	0	32	1	9	0	19	7	5	0	127
	LOCAL	•	,	-	7	3	3	2	9	1	80	6	10	=	12	13	14	15	16	17	18	19	20	21	22	23	DAT

PEAK PASSEMERS PER HOUR: 639
PEAK AS PERCENT OF TOTAL: 17.8
PASSEMBER PEAK HOUR(S): 8

### FRESNØ, CALIF. FAT PASSENGER TRAFFIC BY HØUR FRIDAY - AUGUST 6, 1976







GRAND RAPIDS, MICH.

GRB

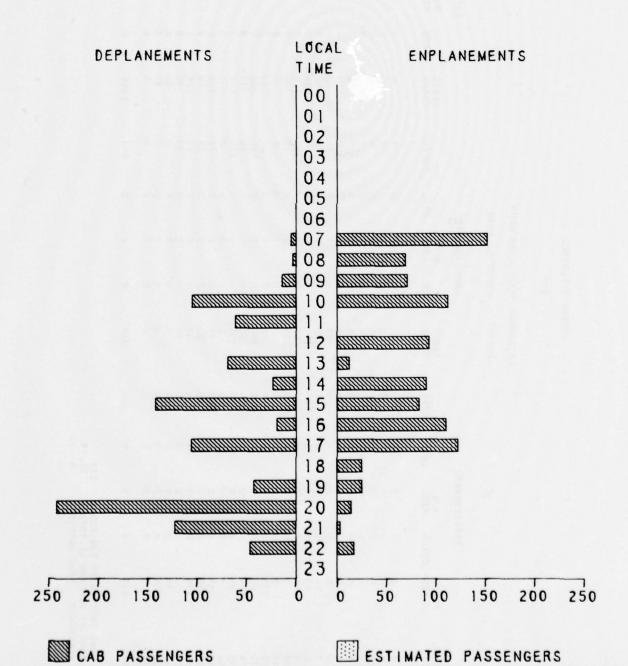
PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

FIRST MON REV. EST. FOTAL	0	0	0 0	0	0			2 1	0	61 1	58 1	0	44 2	0	81 4	. 0	78 2	0 0	0 0	130 2	83 2	19 2	0 0	424 556 19 0
REV. EST.	0	0	0 0	0	0	000		2 1	0	61 1	58 1	0	44 2	0	81 4	. 0	78 2	0 0	0 0	130 2	83 2	19 2	0 0	
EST.																								19 0
	0	0	0	0	0	0 0	0	0	0	0	0	•	0	0	0	0	0	0	0	0	0	0	0	0
FOT																								
AE	0	0	0	0	0	0 0	'n	3	7	105	61	0	69	23	142	19	106	0	42	242	122	911	0	666
PIRST	0	0	0	0	0	0 0	. 67	3	15	67	0	2	12	22	73	37	91	25	25	14	2	7	0	450
COACH	0	0	0	0	0	0 0	80	65	55	42	0	98	0	99	80	73	74	0	0	0	-	9	0	929
NON REV.	0	0	0	0	0	0 0	· •	-	-	6	0	7	0	7	7	0	7	0	0	0	0	1	0	22
EST.	0	0	0	0	0	0 0	0	0	0	٥	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0 (		152	69	11	112	0	93	12	06	83	110	122	25	25	74	m	17	0	866
PIRST	0	0	0	0	0 '	00	72	3	29	110	7	2	35	##	130	55	72	25	67	124	39	32	0	8 44
COACH	0	0	0	0	0	0 0	80	67	55	103	58	88	11	99	89	73	152	0	0	130	84	25	0	1112
RON.	0	0	0	0	0	0 0	9	7	-	1	-	7	7	3	9	-	3	0	0	7	7	9	0	4.1
EST.	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•
10	0	0	0	0	0	0 0	157	72	85	217	61	93	81	113	225	129	228	25	67	256	125	63	0	1661
	EST. TOTAL	<b>£</b>	<b>E</b>	e e	<b>G</b>	e e e e e e e e e e e e e e e e e e e																		

PERK PASSEMEERS PER HOUR: 256
PEAK AS PERCENT OF TOTAL: 12.8%
PASSEMBER PEAK HOUR(S): 20

# GRAND RAPIDS, MICH. GRR PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



GREEN BAY, WISC.

RB

PASSENGER TRAPPIC BY HOUR

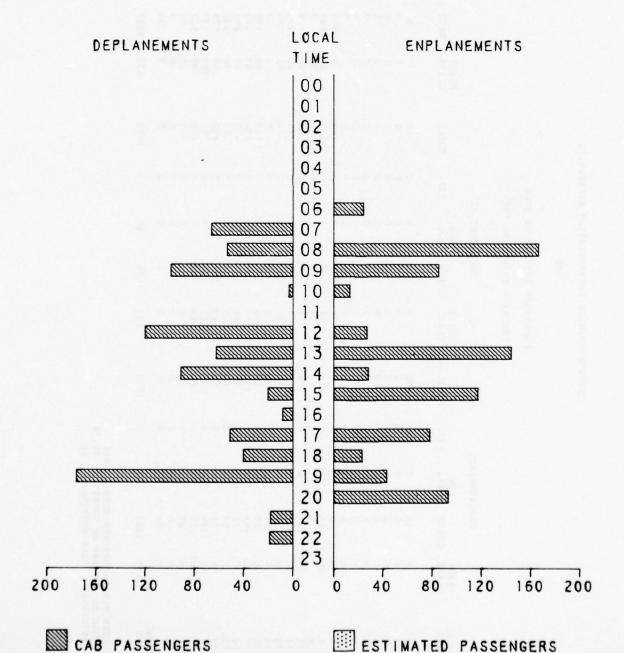
PRIDAY - AUGUST 6, 1976

	TOTAL	0	0	0	0	0	0	24	99	219	184	16	0	147	206	119	137	8	129	63	219	93	18	19	0	1991
	EST. T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	REV.	0	0	0	0	0	0	-	0	0	3	0	0	3	0	7	0	-	0	0	-	0	0	0	0	Ξ
	COACH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PIRST	0	0	0	0	0	0	23	99	219	181	16	0	144	506	117	137	7	129	63	218	93	18	19	0	1656
	TOLYT	0	0	0	0	0	0	24	0	166	85	13	0	27	144	28	117	0	78	23	43	93	0	0	0	841
10	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ENPLANEMENTS	NON REV.	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	2
ENPL	COACH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c	0	0	0
	FIRST	0	0	0	0	0	0	23	0	166	85	13	c	56	144	28	117	0	78	23	43	93	0	0	0	839
	TOTAL	0	0	0	0	0	0	0	99	53	66	3	0	120	62	91	20	00	51	040	176	0	18	19	0	826
s	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DEPLANEMENTS	NON REV.	0	0	0	0	0	0	0	0	0	3	0	0	7	0	2	0	1	0	0	-	0	0	0	0	6
DEP	COACH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PIRST	0	0	0	0	0	0	0	99	53	96	3	0	118	62	68	20	1	51	01	175	0	18	19	0	817
	LOCAL	0	-	2	3	3	5	9	1	60	6	10	=	12	13	14	15	16	11	18	19	20	21	22	23	DAY

PEAK PASSENGERS PER HOUR: PEAK AS PERCENT OF TOTAL: PASSENGER PEAK HOUR(S): GREEN BAY, WISC.

GRB

PASSENGER TRAFFIC BY HOUR
FRIDAY - AUGUST 6, 1976



GREENSBORO/HIGH POINT/WINSTON SALEM, M.C.

6.50

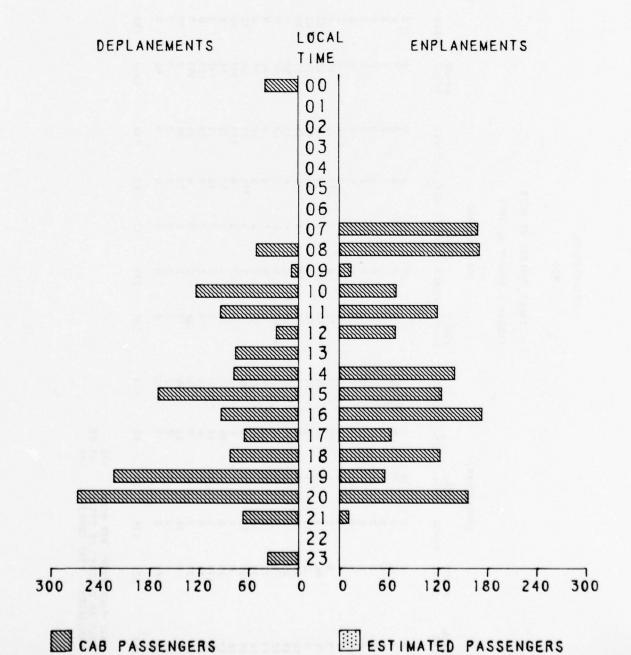
PASSENGER TRAFFIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	0 1	0	0	0	0	0	0	168	221	22	193	213	16	16	218	767	266	128	205	279	424	78	0	37	2956
	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	REV.	٥	0	0	0	0	0	0	2	6	7	7	æ	9	7	6	10	2	٣	7	2	18	7	0	0	86
	COACH	33	0	0	0	0	0	0	155	129	0	170	183	75	70	119	242	201	115	179	173	307	42	0	34	2227
	PIRST	,	0	0	0	0	0	0	80	83	20	16	22	13	*	06	42	09	9	19	101	66	34	0		631
	TOTAL	0	0	0	0	0	0	0	168	170	14	69	119	89	0	140	124	173	63	122	55	156	=	0	0	1452
IS	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EMPLANEMENTS	REV.		0	0	0	0	0	0	2	3	-	3	#	9	0	9	3	1	1	-	-	7	0	0	0	45
d m	COACH	0	0	0	0	0	0	0	155	108	0	61	106	52	0	06	91	129	57	108	11	06	3	0	0	1094
	FIRST	0	0	0	0	0	0	0	80	65	13	5	6	10	0	11 11	30	010	2	13	10	65	80	0	0	313
	TOT AL	60	0	0	0	0	0	0	0	51	8	124	116	56	92	78	170	93	9	83	224	268	19	0	37	1504
S	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DEPLANERENT	NON REV.	0	0	0	0	0	0	0	0	9	-	4	3	0	2	3	1	-	7	9	t	11	2	0	0	53
920	COACH	33	0	0	0	0	0	0	0	21	0	109	11	23	10	29	151	72	58	11	129	217	39	0	34	1133
	PIRST	,	0	0	0	0	0	0	0	54	1	11	13	3	*	91	12	20	2	9	91	04	56	0	3	318
	LOCAL	0	-	7	~	4	2	9	1	00	6	10		12	13	14	15	16	11	18	19	20	21	22	23	DAT

424 14.3% 20 PEAK PASSENGERS PER HOUR: PEAK AS PERCENT OF TOTAL: PASSENGER PEAK HOUR(S):

## GREENSBØRØ/HIGH PØINT/WINSTØN SALEM, N.C. GSØ PASSENGER TRAFFIC BY HØUR FRIDAY - AUGUST 6, 1976



HARRISBURG, PA.

JI

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976

	TOTAL	0	0	0	0	0	0	0	101	156	141	135	61	11	82	93	149	185	124	149	109	104	110	0	63	1845
	EST.	0	0	0	0	0	0	0	30	0	30	0	0	80	00	15	15	0	30	30	0	0	30	0	0	196
TOTAL	NON BEV.	0	0	0	0	0	0	0	2	t	t	80	3	2	2	•	٣	7	e	-	2	-	-	0	-	42
	COACH	0	0	0	0	0	0	0	0	62	33	10	0	0	0	0	72	82	0	0	0	0	70	0	0	389
	PIRST	0	0	0	0	0	0	0	75	06	74	57	58	19	72	75	65	101	91	118	101	103	6	0	62	1218
	TOTAL	0	0	0	0	0	0	0	92	88	06	74	32	69	8	58	15	185	72	15	75	26	15	0	0	914
L S	EST.	0	0	0	0	0	0	0	15	0	15	0	0	0	80	0	15	0	15	15	0	0	15	0	0	86
ENPLANEMENTS	REV.	0	0	0	0	0	0	0	2	2	3	-	0	2	0	2	0	2	-	0	2	0	0	0	0	17
2 NP	COACH	0	0	0	0	0	0	0	0	62	0	10	0	0	0	0	0	85	0	0	c	0	0	0	0	214
	FIRST	0	0	0	0	0	0	0	75	24	72	3	32	19	0	99	0	101	95	0	73	26	0	0	0	585
	TOTAL	0	0	0	0	0	0	0	15	68	51	61	53	80	74	35	134	0	52	134	34	78	95	0	63	931
IS	EST.	0	0	0	0	0	0	0	15	0	15	0	0	00	0	15	0	0	15	15	0	0	15	0	0	86
DEPLANEMENTS	NON REV.	0	0	0	0	0	0	0	0	2	-	1	3	0	7	-	3	0	7	-	0	-	-	0	-	25
DEP	COACH	0	0	0	0	0	0	0	0	0	33	0	0	0	0	0	72	0	0	0	0	0	70	0	0	175
	FIRST	0	0	0	0	0	0	0	0	99	7	54	26	0	72	19	65	0	35	118	34	11	6	0	62	633
	LOCAL	0	-	7	3		2	9	7	60	6	10	=	12	13	14	15	16	17	18	19	20	21	22	23 TOTAL	DAY

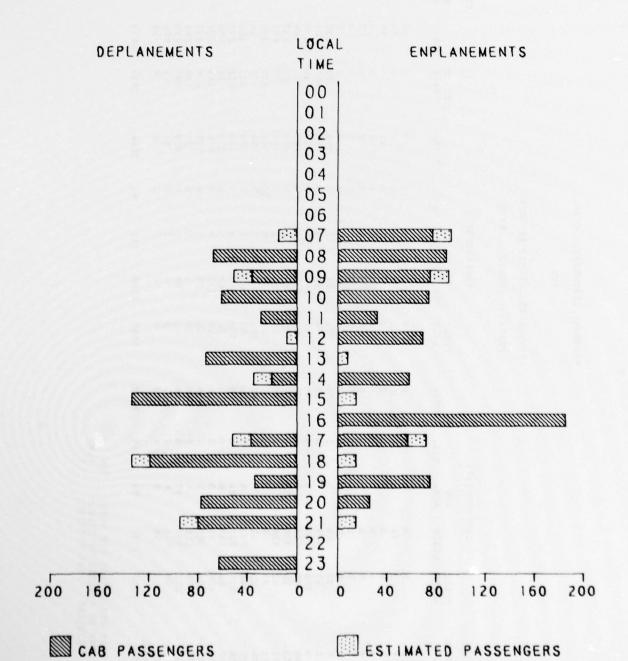
PEAK PASSENGERS PER HOUR: 185 PEAK AS PERCENT OF TOTAL: 10.0% PASSENGER PEAK HOUR(S): 16

HARRISBURG, PA.

MDT

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976



HARTPORD/SPRINSPIELD, CONN.

BDL

PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

PIRST         MON         PIRST         NCM         PIRST         PIRST         PIRST         PIRST			DEPL	DEPLANERER	15			Idwa	ENPLANEMENTS	S				FOTAL		
14         0	TINE	PIRST	COACE	ROS.	EST.	FOTAL	FIRST	COACH	NCM BEV.	EST.	TOTAL	PIRST	COACH	RON REV.	est.	TOTAL
2         14         0		0		0	0	0	0	0	0	0	0	0	0	0	0	0
0         0		2		0	0	91	0	0	0	0	0	2	14	0	0	16
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0		0	0	0	2	39		0	42	2	39	-	0	42
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0		0	0	0	0	0	0	0	0	0	0	0	0	0
0         0		0		0	0	0	0	0	0	0	0	0	0	0	0	0
10         0		0		0	0	0	0	0	0	0	0	0	0	0	0	0
17         49         8         5         79         285         161         12         0         458         302         210         20         5         141         403         17         5         10         15         39         13         5         148         141         403         17         5         17		0		0	0	0	0	0	0	0	0	0	0	0	0	0
67         9         4         0         80         74         394         13         5         486         141         403         17         5           104         51         4         0         159         42         264         16         0         322         146         315         20         0           99         32         3         5         139         52         264         16         0         315         20         0         179         20         0         179         20         0         179         20         10 </td <td></td> <td>11</td> <td></td> <td>80</td> <td>2</td> <td>19</td> <td>285</td> <td>161</td> <td>12</td> <td>0</td> <td>458</td> <td>302</td> <td>210</td> <td>20</td> <td>2</td> <td>537</td>		11		80	2	19	285	161	12	0	458	302	210	20	2	537
104         51         4         0         159         42         264         16         0         322         146         315         32         146         315         32         151         346         17         10           70         180         15         270         116         37         5         5         163         151         346         17         10           42         134         3         0         179         55         5         16         114         289         17         5         17         10           25         53         4         0         82         152         17         17         54         20         10         17         54         20         10         11         289         20         11         289         20         10         11         289         20         10         11         289         20         11         289         20         10         11         20         10         11         20         10         11         20         11         10         11         10         11         10         10         10         10         10		67		4	0	80	74	394	13	S	98 7	141	403	11	2	995
99         32         3         5         139         52         314         14         5         365         151         346         17         10           70         180         15         5         270         116         37         5         163         146         27         10           42         134         3         0         179         55         58         2         0         115         97         192         5         0         10		104		3	0	159	42	264	16	0	322	911	315	20	0	481
70         180*         15         5         270         116         37         5         5         163         186         217         20         10           42         134         3         0         179         55         58         2         0         115         97         192         5         0           25         53         4         0         82         152         1         2         0         155         177         54         6         0           148         102         4         0         82         152         4         6         0         155         177         54         6         0         20         155         177         54         6         0         20         156         11         10         20         20         20         11         10         20         20         20         20         20         20         20         10         10         20         20         10         10         20         20         10         10         20         10         10         20         20         10         10         20         20         10         10		66		3	2	139	52	314	10	'n	385	151	346	11	10	524
42         134         3         0         179         55         58         2         0         115         97         192         5         0         2         0         105         21         289         18         10         338         114         289         20		20		15	s	270	116	37	2	2	163	186	217	20	10	433
93 0 2 10 105 21 289 18 10 338 114 289 20 20 20 154 102 4 5 259 53 63 7 5 128 201 165 11 10 124 233 13 5 375 178 145 6 5 334 302 378 19 10 105 78 3 0 186 152 4 0 284 263 200 7 0 105 78 3 0 186 158 122 4 0 284 263 200 7 0 105 78 3 0 186 122 4 0 284 263 200 7 0 105 78 3 0 186 129 2 0 139 224 337 7 5 100 225 14 0 235 25 14 0 235 26 3 0 11 63 175 7 0 10 10 235 25 14 0 0 235 2 6 3 0 11 63 175 7 0 10 10 10 235 2 6 3 0 11 63 175 7 0 10 10 105 205 21 175 7 0 10 10 105 205 21 175 7 0 10 10 105 205 21 10 10 105 205 21 10 10 105 205 21 10 105 205 21 10 105 205 21 10 105 205 21 10 105 205 21 10 105 205 21 10 105 205 21 10 105 205 21 10 105 205 21 10 105 205 21 10 105 205 21 10 105 205 21 10 105 205 21 10 105 205 21 10 105 205 21 10 105 205 21 105 205 205 205 205 205 205 205 205 205 2		42		3	0	179	55	58	2	0	115	16	192	2	0	294
25         53         4         0         82         152         1         2         0         155         177         54         6         0         177         54         6         0         115         110         10 <td></td> <td>93</td> <td></td> <td>7</td> <td>10</td> <td>105</td> <td>21</td> <td>289</td> <td>18</td> <td>10</td> <td>338</td> <td>114</td> <td>289</td> <td>20</td> <td>20</td> <td>644</td>		93		7	10	105	21	289	18	10	338	114	289	20	20	644
148         102         4         5         259         53         63         7         5         128         201         165         11         10           124         233         13         5         375         178         145         6         5         334         302         378         19         10           146         24         24         24         26         271         78         493         11         0           116         36         5         434         108         29         2         0         139         224         200         7         0           109         251         4         0         364         19         0         5         24         128         251         4         5           205         225         11         5         446         42         54         2         5         10         5         247         279         13         10           61         170         4         63         5         6         3         0         11         4         6         5         247         279         13         4         4 <td></td> <td>25</td> <td></td> <td>3</td> <td>0</td> <td>82</td> <td>152</td> <td>-</td> <td>2</td> <td>0</td> <td>155</td> <td>177</td> <td>54</td> <td>9</td> <td>0</td> <td>237</td>		25		3	0	82	152	-	2	0	155	177	54	9	0	237
124 233 13 5 375 178 145 6 5 334 302 378 19 10 54 251 6 0 311 24 242 5 0 271 78 493 11 0 105 271 78 3 0 186 122 4 0 284 263 200 7 0 116 308 5 5 434 19 0 5 24 337 7 5 205 225 11 5 446 42 54 2 5 103 247 279 13 10 61 170 4 0 235 2 6 3 0 11 63 175 7 0 1484 216 325 11 63 247 279 13 10		148		*	2	259	53	63	1	2	128	201	165	11	10	387
\$4 \ 251 \ 6 \ 0 \ 311 \ 24 \ 242 \ 5 \ 0 \ 271 \ 78 \ 493 \ 111 \ 0 \ 105 \ 78 \ 3 \ 0 \ 186 \ 158 \ 122 \ 4 \ 0 \ 284 \ 263 \ 200 \ 7 \ 0 \ 109 \ 251 \ 4 \ 0 \ 364 \ 19 \ 0 \ 0 \ 5 \ 244 \ 128 \ 251 \ 4 \ 0 \ 205 \ 225 \ 11 \ 5 \ 446 \ 42 \ 54 \ 2 \ 5 \ 103 \ 247 \ 279 \ 13 \ 10 \ 61 \ 170 \ 4 \ 0 \ 235 \ 2 \ 6 \ 3 \ 0 \ 11 \ 63 \ 175 \ 7 \ 0 \ 1464 \ 275 \ 1464 \ 275 \ 130 \ 275		124		13	2	375	178	145	9	S	334	302	378	19	10	109
105 78 3 0 186 158 122 4 0 284 263 200 7 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		54		9	0	311	24	242	2	0	271	78	493	;	0	582
116 308 5 5 434 108 29 2 0 139 224 337 7 5 109 251 4 0 364 19 0 0 5 24 128 251 4 5 205 225 11 5 446 42 54 2 5 103 247 279 13 10 61 170 4 0 235 2 6 3 0 11 63 175 7 0 1 4 63 6 0 0 0 6 9 55 1 4 4		105		3	0	186	158	122	3	0	284	263	200	1	0	470
109 251 4 0 364 19 0 0 5 24 128 251 4 5 205 225 11 5 446 42 54 2 5 103 247 279 13 10 61 170 4 0 235 2 6 3 0 11 63 175 7 0 1 1 4 63 6 0 0 0 6 9 55 1 4 4		116		5	2	434	108	59	7	0	139	224	337	1	5	573
205 225 11 5 446 42 54 2 5 103 247 279 13 10 61 170 4 0 235 2 6 3 0 11 63 175 7 0 1 3 55 1 4 63 570 130 0 6 9 55 1 4		109		3	0	364	19	0	0	2	24	128	251	3	2	388
61 170 4 0 235 2 6 3 0 11 63 175 7 0 3 3 55 1 4 63 3750 1399 2710 117 117 117 7 0 1 1 4		205		11	2	911	42	54	2	S	103	247	279	13	10	549
3 55 1 4 63 6 0 0 0 6 9 55 1 4 1 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1		61		4	0	235	2	9	3	0	:	63	175	7	0	246
40 200 5 11 11 5 12 5 1 511 512 51 511 5 1 5 1		3		-	3	63	9	0	0	0	9	6	55	-	3	69
	1.	1444	2105	0	0.11	3782	1380	2210	113	4	3764	2633	nu 13	300	40	75116

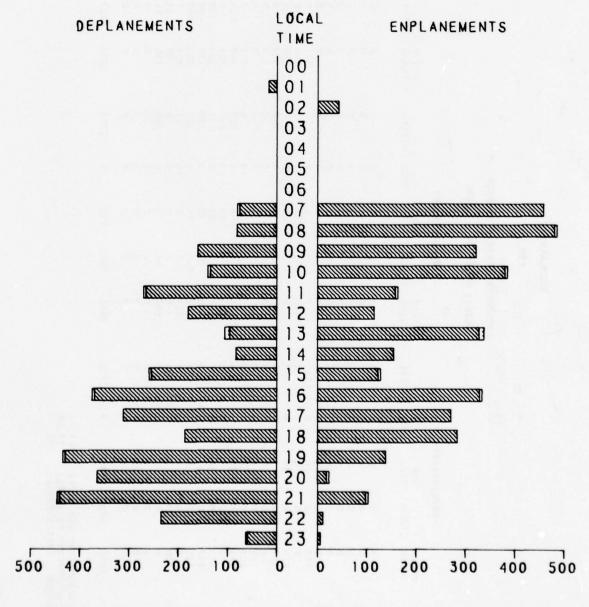
PEAK PASSEMEES PES BOUS: 709 PEAK AS PERCENT OF TOTAL: 9.1 PASSEMBER PEAK HOUR(S): 16

HARTFORD/SPRINGFIELD, CONN.

BDL

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976





HILO, HAWAII

ITO

PASSENGER TRAPPIC BY HOUR

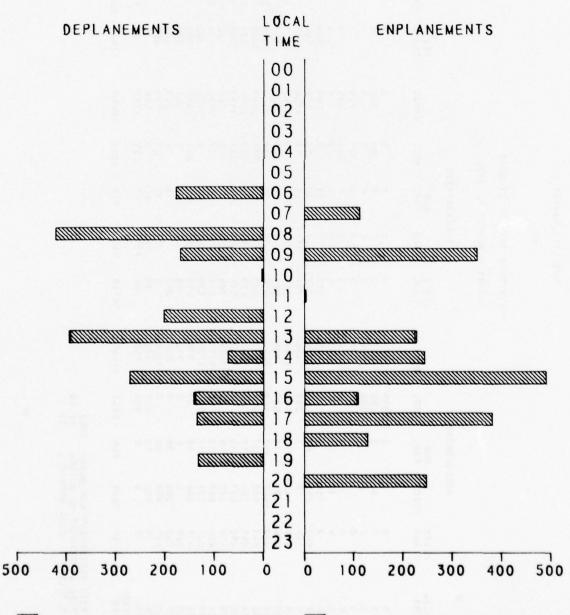
PRIDAY - AUGUST 6, 1976

	TOTAL	c	0	0	0	0	0	177	112	421	518	3	3	202	622	315	761	250	515	129	132	248	0	0	0	4408
	EST.	•	0	0	0	0	0	0	0	0	0	3		0	9	0	0	9	0	0	0	0	0	0	0	18
FOTAL	REV.	c	. 0	0	0	0	0	01	12	16	15	0	0	-	31	12	- 7	43	23	00	-	80	0	0	0	221
	COACH	c	0	0	0	0	0	0	0	0	0	0	0	0	225	0	379	68	169	0	21	111	0	0	0	927
	FIRST	c	0	0	0	0	0	167	100	405	503	0	0	201	360	303	341	112	323	121	110	196	0	0	0	3242
	TOTAL	c	0	0	0	0	0	0	112	0	350	0	3	0	227	244	064	109	381	129	0	248	0	0	0	2293
ņ	EST.	c	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	6
EMPLANEMENTS	RCN REV.	c	0	0	0	0	0	0	12	0	14	0	0	0	00	=	23	12	15	69	0	80	0	0	0	11
ENPL	COACH	c	0	0	0	0	0	0	0	0	0	0	0	0	0	0	279	68	169	0	0	1111	0	0	0	581
	PIRST	c	0	0	0	0	0	0	100	0	336	0	0	0	216	233	188	2	197	121	0	196	0	0	0	1592
	FOTAL	•	0	0	0	0	0	177	0	421	168	3	0	202	395	71	271	141	134	0	132	0	0	0	0	2115
50	EST.	c	0	0	0	0	0	0	0	0	0	3	0	0		0	0	9	0	0	0	0	0	0	0	6
DEPLANERENTS	NON REV.	•	0	0	0	0	0	10	0	16	-	0	0	-	23	-	18	31	00	0	-	0	0	0	0	110
DEPL	COACH	c	0	0	0	0	0	0	0	0	0	0	0	0	225	0	100	0	0	0	21	0	0	0	0	346
	PIRST	•	00	0	0	0	0	167	0	405	167	0	0	201	144	10	153	101	126	0	110	0	0	0	0	1650
	LOCAL		,-		. ~		5	9	1	80	6	10	11	12	13	14	15	16	11	18	19	20	21	22	23 TOTAL	DAT

761 17.3%

PERM PASSENGERS PER HOUR: PERM AS PERCENT OF TOTAL: PASSENGER PEAK HOUR(S):

#### HILØ, HAWAII ITØ PASSENGER TRAFFIC BY HØUR FRIDAY - AUGUST 6, 1976



CAB PASSENGERS

ESTIMATED PASSENGERS

HONOLULU, HAWAII

HNC

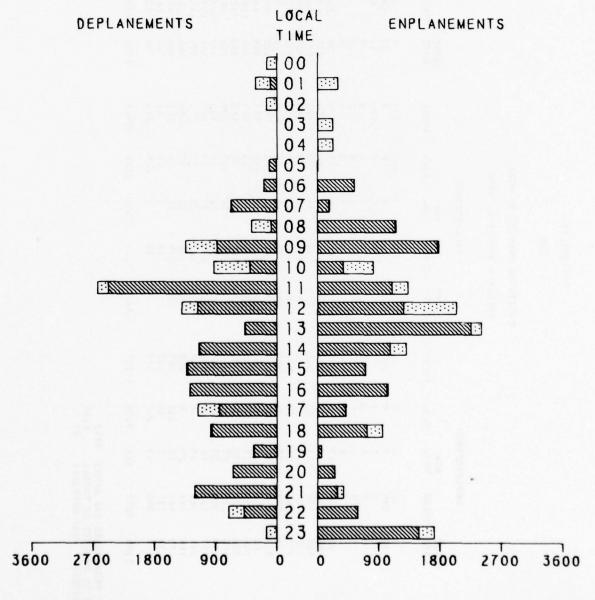
PASSENGER TRAPPIC BY HOUR

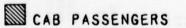
FRIDAY - AUGUST 6, 1976

	TOTAL	150	613	156	225	225	115	731	853	1522	3121	1747	3963	3435	2874	2450	2037	2311	1580	1932	394	899	1591	1296	1867	36087
	ESI.	150	525	156	225	225	80	0	20	303	482	980	396	1010	156	246	56	20	327	251	6	0	87	225	375	6202
TOTAL	REV.	0	0	0	0	0	3	31	57	8 7	155	16	132	80	117	06	117	119	47	93	6	4 1	83	16	9.1	1433
	COACH	0	88	0	0	0	66	186	212	114	1805	174	2152	1319	1722	1086	1072	1158	824	536	0	250	771	919	1301	15788
	FIRST	0	0	0	0	0	3	514	995	1057	619	517	1283	1026	879	1028	822	1014	382	1052	376	809	650	55	16	12664
	TOTAL	0	300	0	225	225	<b>œ</b>	543	179	1156	1780	823	1330	2043	2409	1303	108	10 36	422	954	51	253	383	594	1717	18442
s	EST.	0	300	0	225	225	<b>œ</b>	0	12	12	17	1 1 1	234	116	153	237	9	17	6	228	0	0	87	0	225	3212
ENPLANEMENTS	NON REV.	0	0	0	0	0	0	31	10	43	125	-	30	43	96	35	71	55	10	45	3	=	15	45	16	168
ENPI	СОЛСН	0	0	0	0	0	0	0	0	114	1363	0	064	739	1540	455	285	550	248	268	0	0	272	519	1301	8144
	FIRST	0	0	0	0	0	0	512	157	186	275	381	576	485	618	576	346	414	155	413	8 17	242	6	30	116	6318
	TOTAL	150	313	156	0	0	101	188	674	366	1341	924	2633	1392	465	1147	1329	1275	1158	978	343	919	1208	702	150	17645
s	EST.	150	225	156	0	0	0	0	00	291	465	539	162	234	3	6	20	3	318	23	6	0	0	225	150	2990
DEPLANERZNTS	NON REV.	0	0	0	0	0	1	0	47	2	30	15	102	37	19	55	9 1	19	37	48	9	30	88	52	0	599
DEPL	COACH	0	88	0	0	0	66	186	212	0	442	174	1662	580	182	631	787	809	576	268	0	250	664	004	0	1644
	PIRST	0	0	0	0	0	t	2	407	70	101	196	707	541	261	452	476	009	227	6 3 9	328	366	641	25	0	9469
	LOCAL	0	-	2	3	•	2	9	7	80	6	10	-11	12	13	14	15	16	17	18	19	20	21	22	23 TOTAL	DAY

PEAK PASSEMGERS PER HOUR: 3963 PEAK AS PERCENT OF TOTAL: 11.0% PASSEMGER PEAK HOUR(S): 11

#### HONOLULU, HAWAII HNL PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976





HOUSTON, TEX.

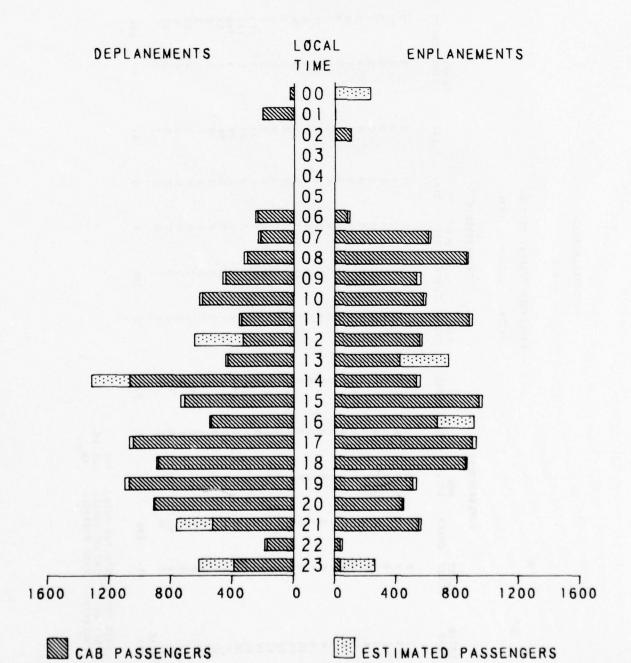
IAH

PASSENGER TRAFFIC BY HOUR PRIDAY - AUGUST 6, 1976

NOTE			,												
The color   Name		DEP	LANEGEN	2			1482	ANCHEN					LOLDE		
23         0         26         0         1         0         230         231         3         24         0         230           179         3         0         205         0         1         0	PIRST	COACH	NON NON	EST.	FOFAL	PIRST	COACH	NON REV.	EST.	TOTAL	PIRST	COACH	NON REV.	EST.	TOTAL
179         3         0         2.5         0         1.5         2.5         1.5         1.5         2.5         2.5         2.5         2.5         2.5         2.5         2.5         2.5         2.5         3         2.5         3         2.5         3         2.5         3         2.5         3		2	•	•	36	•	•	•	6		•	ć	c	000	5
197   19   19   19   19   19   19   19	2	120	0 "	0	900	000		00	230	167	,	*7	0 0	230	167
0         0	57	6/1	~	0	507	0	-	0	0	-	13	180	~	0	709
0         0	0	0	0	0	0	13	88	5	0	106	13	88	2	0	106
0         0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0         0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
197         15         149         6         6         15         98         30         265         21         30           119         9         15         231         126         448         35         15         624         214         567         44         30           170         11         23         324         291         36         16         668         411         701         47         33           335         28         28         28         68         411         701         47         33           261         11         15         353         160         676         40         20         896         226         937         51         35           261         11         15         353         160         676         40         20         896         226         937         51         35           261         11         15         353         160         676         40         20         896         226         937         51         33           352         41         15         46         37         41         20         896         226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
119         9         15         231         126         448         35         15         624         214         567         44         30           170         11         23         324         291         531         36         10         868         411         701         47         33           314         21         20         613         84         473         21         15         593         302         827         48         48           261         11         15         353         160         676         40         20         896         226         937         42         35           261         11         15         3443         80         328         17         145         89         346         18         15         568         310         544         28         333         333         333         333         333         34         48         38         15         568         310         544         38         36         36         36         30         30         31         333         333         333         333         333         333         333         333	22	197	15	15	549	90	69	9	15	86	30	565	21	30	347
170         11         23         324         291         531         36         10         868         411         701         47         33           335         28         20         462         48         446         38         28         560         127         781         66         48           261         20         462         48         473         21         15         593         302         827         42         35           261         20         613         80         476         40         20         896         226         937         51         35           198         10         318         64         26         26         937         51         33           198         10         318         15         568         310         544         28         568         27         243         126         45         45           198         15         25         53         40         12         26         957         243         126         45         27         45           109         10         11         24         25         53         40	88	119	6	15	231	126	8 77	35	15	624	214	567	11	30	855
335         28         20         462         48         446         38         28         560         127         781         66         48           354         21         21         15         593         302         827         42         35           198         11         15         353         160         676         40         20         896         226         937         42         35           198         10         160         676         40         20         896         226         937         42         35           352         11         15         443         80         328         17         318         743         146         28         310         544         28         33         28         37         20         960         390         1207         52         45         45         33         45         45         33         40         18         85         275         44         25         34         250         960         390         1207         52         45         45         45         45         45         45         45         45         46         48 <td>120</td> <td>170</td> <td>11</td> <td>23</td> <td>324</td> <td>291</td> <td>531</td> <td>36</td> <td>10</td> <td>868</td> <td>411</td> <td>701</td> <td>47</td> <td>33</td> <td>1192</td>	120	170	11	23	324	291	531	36	10	868	411	701	47	33	1192
354         21         20         613         84         473         21         15         593         302         827         42         35           261         11         15         353         160         676         40         20         896         226         937         51         35           352         10         18         346         18         15         568         310         544         28         33           352         10         18         346         18         15         568         310         544         28         33           857         61         250         1314         97         411         24         25         557         243         1268         85         275           538         15         25         734         234         669         37         20         960         390         1207         52         45           538         10         10         51         24         240         909         304         865         34         250           683         40         10         53         27         24         240         9	19	335	28	20	462	60.7	9111	38	28	260	127	781	99	8 7	1022
261         11         15         353         160         676         40         20         896         226         937         51         35           198         10         318         647         189         346         18         15         568         310         544         28         333           352         11         443         80         328         17         318         743         145         680         28         333           857         61         250         1314         97         411         25         557         243         1268         27         27         46         85         27         45         27         46         85         27         46         85         27         46         85         27         46         45         47         141         28         30         1207         52         46         30         1207         52         46         30         1207         52         46         30         141         53         20         46         30         1207         53         46         48         50         46         48         50         46         48<	218	354	21	20	613	84	473	21	15	593	302	827	42	35	1206
198         10         318         647         189         346         18         15         568         310         544         28         333           352         11         15         443         80         328         17         318         743         145         680         28         333           857         250         1314         97         411         24         25         557         243         1268         85         275           335         15         234         234         234         24         240         999         304         865         34         250           709         31         25         1069         173         703         22         25         923         477         1412         53         20           683         40         10         589         27         10         862         393         1272         67         20           713         25         30         104         386         19         25         534         379         1150         48         55           713         25         534         15         16         850	99	261	11	15	353	160	919	0 17	20	968	226	937	51	35	1249
35.2         11         15         44.3         80         32.8         17         318         74.3         14.5         680         28         33.3           85.7         61         250         1314         97         411         24         25         55.7         24.3         126.8         85         275           53.8         15         25         70         960         390         1207         52         45           70.9         31         25         114         531         24         240         909         304         865         34         250           70.9         31         25         173         703         22         25         923         477         1412         55           70.9         31         25         25         923         477         1412         53         20           71.3         25         534         379         1150         48         55           71.3         25         534         379         1150         48         55           71.3         25         761         121         409         16         40         16         50	121	198	10	318	647	189	346	18	15	568	310	244	28	333	1215
857         61         250         1314         97         411         24         25         557         243         1268         85         275           538         15         25         734         234         669         37         20         960         390         1207         52         45           709         10         10         114         531         24         240         909         304         865         34         250         45         45         45         45         45         45         45         45         45         45         45         45         45         45         45         45         46         45         45         45         45         45         45         46         45         45         45         45         45         45         46         45         46         45         46         46         46         46         47         47         44         47         47         44         46         48         55         48         47         47         47         47         48         55         48         48         55         48         48         56 <td< td=""><td>9</td><td>35.2</td><td>11</td><td>15</td><td>6443</td><td>80</td><td>328</td><td>17</td><td>318</td><td>743</td><td>145</td><td>680</td><td>28</td><td>333</td><td>1186</td></td<>	9	35.2	11	15	6443	80	328	17	318	743	145	680	28	333	1186
538         15         25         734         234         669         37         20         960         390         1207         52         45           335         10         10         545         114         531         24         240         909         304         865         34         250           683         40         1069         173         703         22         25         923         477         1412         53         50           764         29         30         1069         104         386         19         25         534         379         1150         48         55           713         25         5         909         296         134         10         10         450         462         847         35         15           441         12         235         761         121         409         18         15         563         194         850         30         250           131         3         15         167         3         2         2         194         850         30         250           293         19         2         3	146	857	61	250	1314	16	411	77	52	557	243	1268	85	275	1871
335         10         10         545         114         531         24         240         909         304         865         34         250           709         31         25         1069         173         703         22         25         923         477         1412         53         50           764         29         30         1069         104         386         19         25         534         379         11572         67         20           713         25         5         909         296         134         10         10         450         462         847         35         15           441         12         235         761         121         409         18         15         563         194         850         30         250           131         3         16         2         32         15         51         40         163         5         30         250         455           293         19         2         3         2         2         2         4         55         30         2         2         4         4         3         2	156	538	15	25	734	234	699	37	20	096	390	1207	52	45	1694
709         31         25         1069         173         703         22         25         923         477         1412         53         50           683         40         10         890         236         589         27         10         862         393         1272         67         20           764         29         30         104         386         19         25         534         379         1150         48         55           713         25         5         909         296         134         10         10         450         462         847         35         15           441         12         235         761         121         409         18         15         563         194         850         30         250           131         3         15         187         2         3         2         2         163         5         30         250           293         19         230         617         4         32         2         264         79         32         2         455	190	335	10	10	545	114	531	24	240	606	304	865	34	250	1454
683 40 10 890 236 589 27 10 862 393 1272 67 20 764 29 30 1098 104 386 19 25 534 379 1150 48 55 713 25 5 909 296 134 10 10 450 462 847 35 15 441 12 235 761 121 409 18 15 563 194 850 30 250 131 3 15 187 2 32 2 15 51 40 163 5 30 293 19 230 617 4 32 3 225 254 79 325 22 455	304	109	31	25	1069	173	703	22	25	923	477	1412	53	20	1992
764         29         30         1098         104         386         19         25         534         379         1150         48         55           713         25         5         909         296         134         10         10         450         462         847         35         15           441         12         235         761         121         409         18         15         563         194         850         30         250           131         3         15         187         2         32         2         15         51         40         163         5         30           293         19         230         617         4         32         3         225         254         79         325         22         455	157	683	0 7	10	890	236	589	27	10	862	393	1272	67	20	1752
713 25 5 909 296 134 10 10 450 462 847 35 15 441 12 235 761 121 409 18 15 563 194 850 30 250 131 3 15 187 2 32 2 15 51 40 163 5 30 293 19 230 617 4 32 3 225 254 79 325 22 455	275	764	53	30	1098	104	386	19	25	534	379	1150	8 7	55	1632
441 12 235 761 121 409 18 15 563 194 850 30 250 131 3 15 187 2 32 2 15 51 40 163 5 30 293 19 230 617 4 32 3 225 264 79 325 22 455	166	713	25	5	606	596	134	10	10	450	462	647	35	15	1359
131 3 15 187 2 32 2 15 51 40 163 5 30 293 19 230 617 4 32 3 225 264 79 325 22 455	73	441	12	235	761	121	601	18	15	563	194	850	30	250	1324
293 19 230 617 4 32 3 225 264 79 325 22 455	38	131	3	15	187	2	32	2	15	51	0 7	163	2	30	238
	75	293	19	230	617	7	32	3	225	264	19	325	22	455	881

PERM PASSENGERS PER HOUR: 1992 PEAK AS PERCENT OF TOTAL: 8.6% PASSENGER PEAK HOUR(S): 17

### HOUSTON, TEX. IAH PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



HUNTSVILLE, ALA.

HSA

PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	0	0	0	0	0	0	0	0	39	32	38	0	0	0	65	122	146	54	0	0	98	-	43	0	626
	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	RON REV.	0	0	0	0	0	0	0	0	-	3	-	0	0	0	3	2	3	0	0	0	2	0	0	0	18
	COACH	0	0	0	0	0	0	0	0	37	28	36	0	0	0	59	111	140	53	0	0	80	-	41	0	3 86
	PIRST	0	0	0	0	0	0	0	0	-	-	-	0	0	0	3	9	3	-	0	0	đ	0	2	0	22
	TOTAL	0	0	0	0	0	0	0	0	39	27	38	0	0	0	31	611	99	54	0	0	0	-	0	0	305
I.S	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ENPLANEMENTS	NON REV.	0	0	0	0	0	0	0	0	-	-	-	0	0	0	-	-	2	0	0	0	0	0	0	0	7
ENP	COACH	0	0	0	0	0	0	0	0	37	25	36	0	0	0	28	911	62	53	0	0	0	-	0	0	288
	FIRST	•	0	0	0	0	0	0	0	-	-	-	0	0	0	2	7	2	-	0	0	0	0	0	0	10
	TOTAL	0	0	0	0	0	0	0	0	0	5	0	0	0	0	34	73	80	0	0	0	98	0	43	0	321
IS	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DEPLANEMENTS	NCN REV.	0	0	0	0	0	0	0	0	0	2	0	0	0	0	7	4	-	0	0	0	7	0	0	c	=
DEP	COACH	0	0	0	0	0	0	0	0	0	3	0	0	0	0	31	9	78	0	0	0	80	0	41	0	298
	FIRST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	*	-	0	0	0	1	0	2	0	12
	LOCAL	0	-	7	3	,	2	9	1	80	6	10	=	12	13	14	15	16	17	18	19	20	21	22	23 TOTAL	DAT

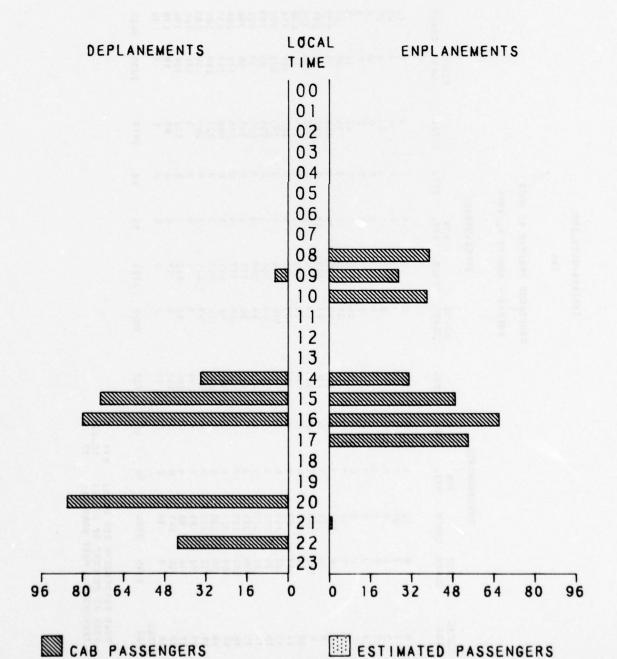
PEAR PASSENGERS PER HOUR: PEAR AS PERCENT OF TOTAL: PASSENGER PEAK HOUR(S):

HUNTSVILLE, ALA.

HSV

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976



INDIANAPOLIS, IND.

ONI

PASSZNGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	101	30	23	0	0	17	24	593	101	438	515	357	405	397	520	064	959	811	610	650	302	338	216	17		1942
	EST.	0	0	0	0	0	0	0	00	80	0	16	0	0	0	16	0	0	80	80	0	80	80	0	0		80
TOTAL	REV.	-	0	-	0	0	-	2	17	13	18	16	13	10	7	6	8	19	13	11	12	00	2	0	0		187
	COACH	92	27	20	0	0	0	17	5 19	285	164	# 0B	154	192	307	4 25	396	264	637	381	582	1.85	196	198	16		2465
	PIRST	80	3	2	0	0	16	32	611	86	256	75	190	203	83	70	98	371	153	210	99	101	129	18	-		2210
	TOTAL	0	t	23	0	0	17	36	991	288	75	335	200	235	255	265	149	315	891	321	267	3	132	65	0		39 19
s	EST.	0	0	0	0	0	0	0	0	80	0	80	0	0	0	80	0	0	0	œ	0	0	80	0	0		0 1
ENPLANEMENTS	NON REV.	0	0	-	0	0	-	2	14	10	9	12	7	2	3	3	2	6	1	7	3	0	-	0	0		93
ENP	COACH	0	3	20	0	0	0	0	412	207	0	291	87	18	204	205	111	137	417	151	225	0	110	57	0		2721
	FIRST	0	-	2	0	0	16	31	0 1	63	69	24	109	146	8 1	617	36	169	77	155	39	3	13	60	0		1065
	FOTAL	101	26	0	0	0	0	18	127	116	363	180	157	170	142	255	341	339	343	289	383	599	206	151	11		4023
s	EST.	0	0	0	0	0	0	0	80	0	0	8	0	0	0	80	0	0	<b>6</b> 0	c	0	60	0	0	0		0 †
DEPLANEMENTS	NON REV.	-	0	0	0	0	0	0	3	e	12	7	6	2	7	9	9	10	9	1	6	00	4	0	0		76
DEPI	CONCH	92	24	0	0	0	0	17	107	78	164	117	19	108	103	220	285	127	220	230	357	185	98	141	16		2744
	FIRST	60	2	0	0	0	0	-	6	35	187	51	81	57	35	21	20	202	109	55	11	86	116	10	-		1145
	LOCAL	0	-	2	3	3	5	9	1	00	6	10	-11	12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAY

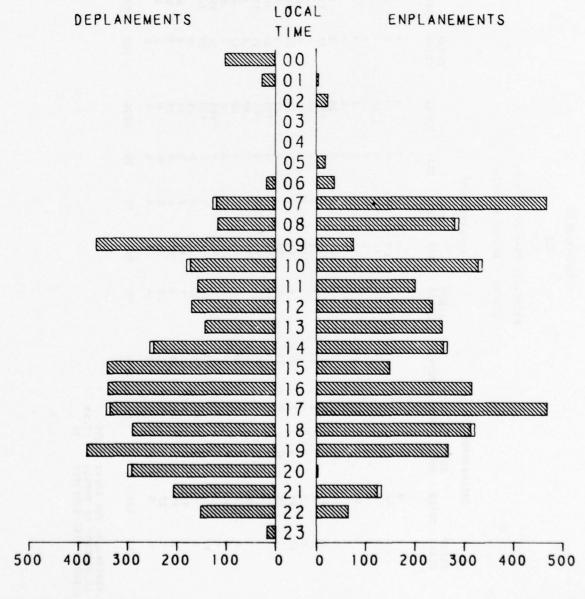
PEAK PASSENGERS PER HOUR: 811
PEAK AS PERCENT OF TOTAL: 10.2%
PASSENGER PEAK HOUR(S): 17

INDIANAPOLIS, IND.

IND

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976





JACKSON, MISS.

JAN

PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

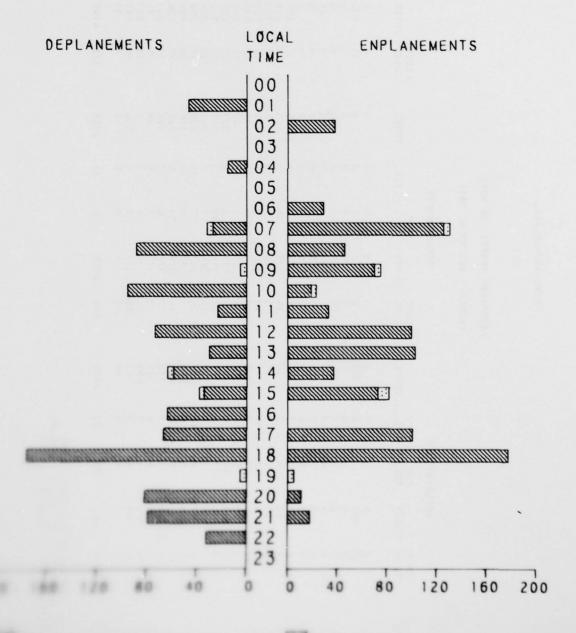
	TOTAL	0	47	38	0	15	0	29	163	135	80	119	99	174	133	101	120	19	168	355	10	93	97	32	0	0000	6707
	EST.	0	0	0	0	0	0	0	10	0	10	7	0	0	0	2	13	0	0	0	10	0	0	0	0		25
TOTAL	REV.	0	0	-	0	0	0	7	2	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	•	2
	COACH	0	42	35	0	14	0	25	137	127	69	76	20	155	118	88	95	58	154	326	0	85	06	27	0	1000	1/82
	FIRST	0	2	2	0	-	0	7	=	œ	5	21	5	18	15	80	12	9	14	53	0	<b>6</b> 0	7	2	0	***	781
	TOTAL	0	0	38	0	0	0	29	131	91	75	23	33	100	103	37	82	0	101	178	2	=	18	0	0	0101	1010
'n	EST.	0	0	0	0	0	0	0	S	0	S	ŧ	0	0	0	0	6	0	0	0	2	0	0	0	0	c	87
ENPLANEMENTS	NON REV.	0	0		0	0	0	7	2	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	•	0.
ENP	COACH	0	0	35	0	0	0	25	114	43	9	11	28	88	91	34	65	0	92	164	0	10	17	0	0	000	788
	FIRST	0	0	2	0	0	0	2	7	9	2	80	#	11	12	3	80	0	6	14	0	-	-	0	0	0	90
	TOTAL	0	47	0	0	15	0	0	32	89	2	96	23	74	30	119	38	19	67	177	2	82	79	32	0	1010	6101
s	EST.	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	#	0	0	0	2	0	0	0	0	110	47
DEPLANEBENTS	NON REV.	0	0	0	c	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	>
DEPI	COACH	0	42	0	0	14	0	0	23	18	0	83	22	67	27	54	30	58	62	162	0	15	73	27	0	000	903
	PIRST	0	5	0	0	-	0	0	#	5	0	13	-	1	3	5	7	9	5	15	0	1	9	5	0	00	76
	LOCAL	0	-	2	3	3	5	9	1	80	6	10	=	12	13	14	15	16	17	18	19	20	21	22	23	TOTAL	DAI

PEAK PASSENGERS PER HOUR: 355 PEAK AS PERCENT OF TOTAL: 17.5% PASSENGER PEAK HOUR(S): 18 JACKSON, MISS.

JAN

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976



JACKSONVILLE, PLA.

JAX

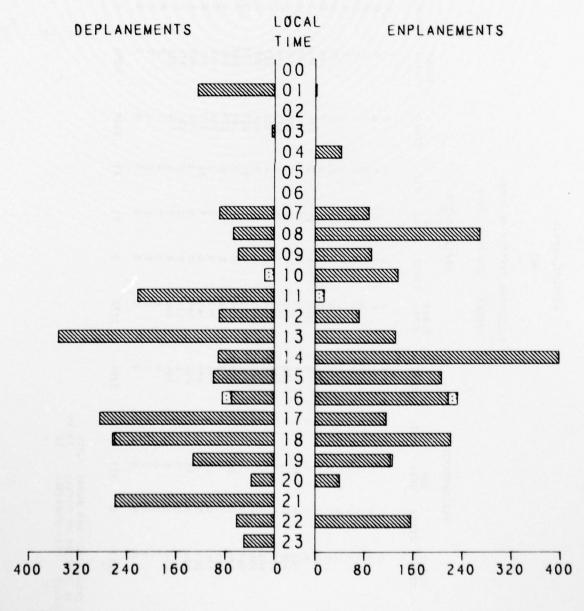
PASSENGER TRAPFIC BY HOUR

FRIDAY - AUGUST 6, 1976

	TOTAL	0	127	0	7	42	0	0	177	334	150	150	237	161	482	488	305	316	004	181	258	17	259	217	6 1	4717	
	EST.	0	0	0	0	0	0	0	0	0	0	15	15	0	0	0	0	30	0	3	8	0	0	0	0	99	
TOTAL	NON REV.	0	7	0	2	0	0	0	9	17	3	2	11	6	21	25	6	6	17	20	2	-	1	10	-	175	
	COACH	0	110	0	2	37	0	0	156	594	137	123	196	140	432	4 32	274	258	354	428	232	71	237	193	39	4145	
	PIRST	0	15	0	0	5	0	0	15	23	6	10	15	12	59	31	22	19	29	33	18	2	18	14	6	331	
	TOTAL	0	2	0	0	42	0	0	88	268	92	135	15	72	131	397	206	232	116	221	126	0 7	0	156	0	2339	
S	EST.	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	3	0	0	0	0	33	
ZNPLANEBENTS	NCN REV.	0	0	0	0	0	0	0	đ	14		2	0	3	3	18	7	-	80	13	3	-	0	7	0	98	
d N Z	COACH	0	2	0	0	37	0	0	11	235	98	123	0	63	119	356	184	201	66	194	112	37	0	139	0	2064	
	PIRST	0	0	0	0	5	0	0	7	19	2	10	0	9	6	23	15	15	6	11	7	2	0	10	0	156	
	FOTAL	0	125	0	1	0	0	0	88	99	58	15	222	68	351	91	66	904	284	263	132	37	259	61	611	2378	
LS.	EST.	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	15	0	3	0	0	0	0	0	33	
DEPLANEBRATS	ROM REV.	0	2	0	2	0	0	0	2	3	3	0	11	9	18	1	7	80	6	7	-	0	1	3	-	68	
DEP	COACH	0	108	0	2	0	0	0	19	59	51	0	196	11	313	16	06	57	255	234	120	34	237	54	39	2081	
	FIRST	0	15	0	0	0	0	0	00	3	t	0	15	9	20	80	1	3	20	19	11	3	18	t	6	175	
	LOCAL	0	-	2	3		5	9	1	80	6	10	11	12	13	14	15	16	17	18	19	20	21	22	23	DAT	

PEAK PASSENGERS PER HOUR: 488
PEAK AS PERCENT OF TOTAL: 10.3X
PASSENSER PEAK HOUR(S): 14

## JACKSONVILLE, FLA. JAX PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



KAHULUI, BARAII

550

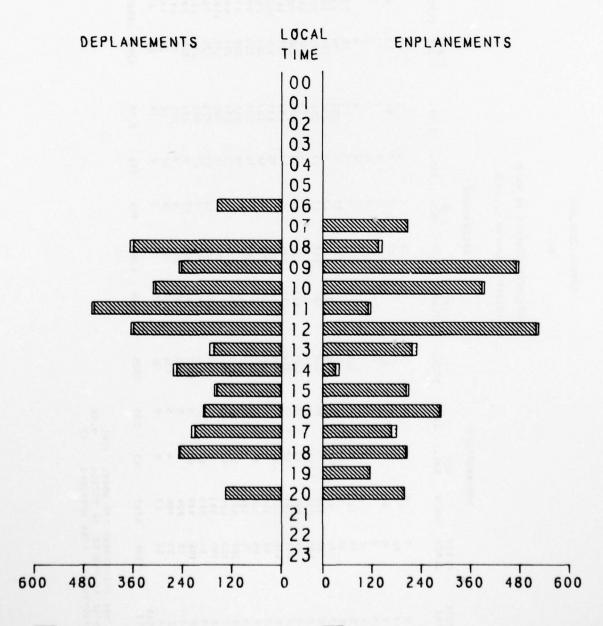
PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	0	0	0	0	0	0	157	206	512	724	104	517	688	402	303	371	477	398	455	115	334	0	0	0	6624
	EST.	0	0	0	0	0	0	0	0	18	12	12	12	12	22	18	12	9	21	9	0	0	0	0	0	151
TOTAL	RON REV.	c	0	0	0	0	0	6	16	15	1	7	14	18	1	16	13	13	16	24	7	11	0	0	0	188
	COACH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	FIRST	c	0	0	0	0	0	148	190	479	705	685	551	829	373	269	346	458	361	425	113	323	0	0	0	6285
	TOTAL	c	0	0	0	0	0	0	206	144	476	392	116	524	228	0 7	509	287	179	205	115	199	0	0	0	3320
s	EST.	0	0	0	0	0	0	0	0	6	9	9	9	9	11	6	9	3	12	3	0	0	0	0	0	11
PAPLANEBENTS	RCN REV.	0	0	0	0	0	0	0	16		7	-	-	15	2	0	6	2	7	5	2	2	0	0	0	11
EMP	COACH	0	0	0	0	0	0	0	0	0	0	0	٥	0	0	0	0	0	0	0	0	0	0	0	0	0
	FIRST	c	0	0	0	0	0	0	190	134	468	385	109	503	212	31	194	282	160	197	113	161	0	0	0	3172
	FOTAL	o		0	0	0	0	157	0	368	248	312	461	365	174	263	162	190	219	250	0	135	0	0	0	3304
50	EST.	0		0	0	0	0	0	0	6	9	9	9	9	-	6	9	6	6	3	0	0	0	0	0	74
DEPLANERRITS	RON REV.	0		0	0	0	0	6	0	14	2	9	13	3	7	16	4	11	6	19	0	9	0	0	0	1117
DEPT	COACH	0	00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PIRST	c	0	0	0	0	0	148	0	345	237	300	442	356	161	238	152	176	201	228	0	129	0	0	0	3113
	LOCAL			7	3	3	5	9	1	80	6	10	:	12	13	14	15	16	11	18	19	20	21	22	23	DAY

PEAK PASSEMGERS PER HOUR: 889
PEAK AS PERCENT OF TOTAL: 13.4%
PASSEMGER PEAK HOUR(S): 12

#### KAHULUI, HAWAII OGG PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



CAB PASSENGERS

ESTIMATED PASSENGERS

KANSAS CITY, NO.

HCI

PASSENGER TRAPPIC BY HOUR

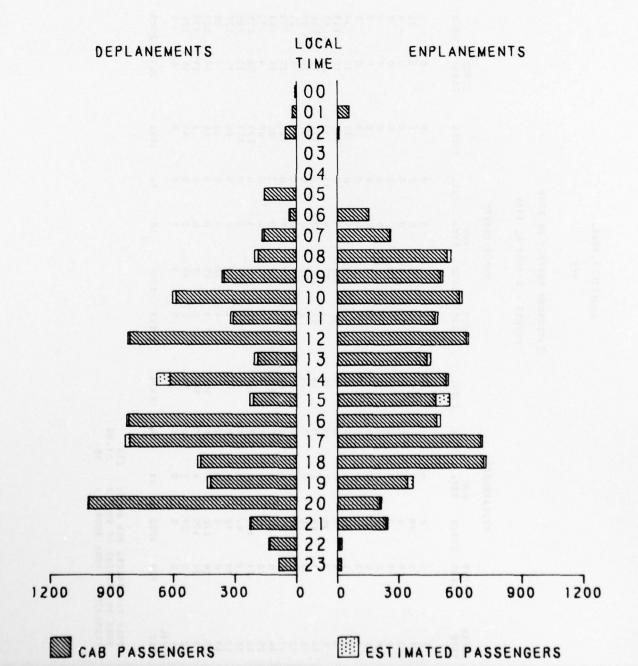
FRIDAY - AUGUST 6, 1976

	TOTAL	1	16	61	0	0	155	186	425	756	874	1209	807	1458	658	1221	173	1328	1541	1204	803	1230	472	156	104	15504
	EST.	0	0	0	0	0	0	2	15	38	20	31	56	20	36	78	98	28	32	56	43	13	13	15	0	5.25
TOTAL	RON REV.	0	7	0	0	0	3	14	35	38	74	53	37	87	25	31	42	611	73	22	22	11	9	t	6	108
	COACH	0	47	8 7	0	0	137	132	198	487	558	927	565	1025	188	666	117	866	1105	781	162	995	115	116	19	11067
	PIRST	1	22	13	0	0	15	35	177	193	122	198	179	326	109	113	228	253	331	375	276	145	38	21	28	3204
	TOTAL	0	55	7	0	0	0	152	259	552	513	909	488	637	453	539	246	501	705	723	368	213	244	20	18	7599
v	EST.	0	0	0	0	0	0	0	5	19	10	13	13	10	18	10	89	18	00	=	27	80	00	10	0	256
ENPLANEMENTS	NON REV.	0	2	0	0	0	0	13	27	33	57	41	24	23	16	17	35	12	23	13	6	12	5	0	3	365
ZNPI	COACH	0	47	0	0	0	0	132	155	317	426	430	420	388	352	465	291	425	503	480	152	156	211	10.	0	5360
	PIRST	0	9	1	0	0	0	1	72	183	20	122	31	216	67	47	152	911	171	219	180	37	20	0	15	1618
	TOTAL	. ,	21	54	0	0	155	34	166	204	361	603	319	821	205	682	227	827	836	481	435	1017	228	136	98	1905
s	gsT.	0	0	0	0	0	0	2	10	19	10	18	13	10	18	89	18	10	74	15	16	2	2	2	0	569
DEPLANEMENTS	NCN R EV.	0	S	0	0	0	3	-	00	2	17	12	13	19	6	14	1	37	20	6	13	9	-	3	9	343
DEPL	COACH	0	0	8 7	0	0	137	0	43	170	232	164	145	637	136	534	126	573	602	301	310	839	204	106	67	2107
	PIRST	1	16	9	0	0	15	28	105	10	102	16	148	110	42	99	16	207	160	156	96	108	18	21	13	1586
	LOCAL	0	-	2	3	3	5	9	1	00	6	10	11	12	13	14	15	16	17	18	19	20	21	22	23 TOTAL	DAY

PZAK PASSEMGEAS PER HOUR: 1541
PZAK AS PERCENT OF TOTAL: 9.9%
PASSENGER PEAK HOUR(S): 17

KANSAS CITY, MØ.

MCI
PASSENGER TRAFFIC BY HØUR
FRIDAY - AUGUST 6, 1976



KNOXVILLE, TENN.

TIS

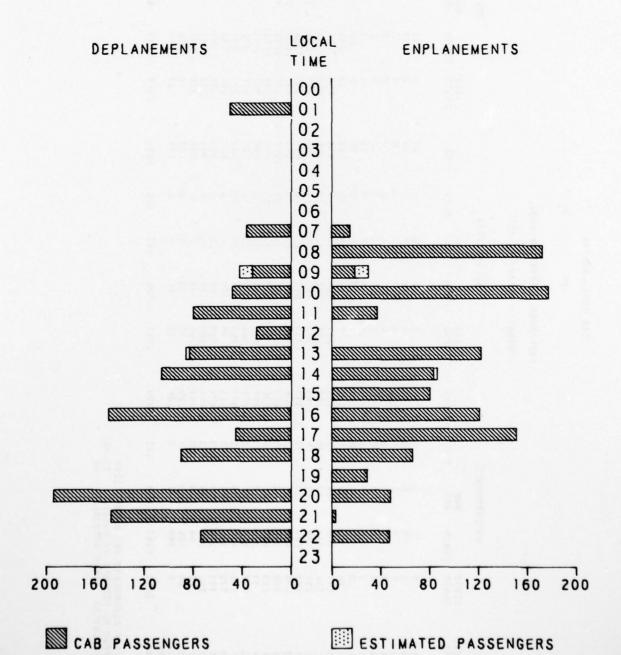
PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	J	0	0	0	0	0	0	0	_	2	7	2	7	80	80	2	0	0	9	9	6	2	0	-	0	6
	TOTAL		2						2	17	7	22	117	7	20	19	•	27	19	15	7	74	15	12		2359
	EST.	0	0	0	0	0	0	0	0	0	22	0	0	0	3	3	0	0	0	0	0	0	0	0	0	28
TOTAL	REV.	0	0	0	0	0	0	0	3	6	-	#	0	7	9	13	#	9	~	0	0	3	<b></b>	-	0	61
	COACH	0	45	0	0	0	0	0	34	153	45	204	91	25	172	163	72	211	180	137	28	221	122	105	0	2009
	PIRST	0	2	0	0	0	0	0	13	10	#	17	56	-	27	13	7	53	13	19	-	17	24	14	0	261
	TOTAL	0	0	0	0	0	0	0	15	172	30	177	3.1	0	122	98	80	121	151	99	29	8 7	3	47	0	1184
s	EST.	0	0	0	0	0	0	0	0	0	=	0	0	0	0	3	0	0	0	0	0	0	0	0	0	<u>*</u>
ENPLANEMENTS	RCM REV.	0	0	0	0	0	0	0	-	6	-	3	0	0	0	6	4	-	7	0	0	0	0	0	0	30
ENPL	COACH	0	0	0	0	0	0	0	3	153	17	160	35	0	101	99	72	88	138	59	28	45	3	39	0	1001
	PIRST	0	0	0	0	0	0	0	11	10	-	14	2	0	21	80	3	32	11	1	1	3	0	00	0	133
	FOTAL	0	20	0	0	0	0	0	36	0	42	84	80	28	98	106	0	149	45	06	0	194	147	74	0	1175
s	EST.	0	0	0	0	0	0	0	0	0	-	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2
DEPLANEMENTS	NON REV.	0	0	0	0	0	0	0	3	0	0	-	0	7	9	7	0	2	-	0	0	#	7	-	0	31
DEPL	COACH	0	45	0	0	0	0	0	31	0	28	111	99	52	71	16	0	123	42	78	0	176	119	67	0	1002
	PIRST	0	2	0	0	0	0	0	2	0	8	3	24	-	9	2	0	21	2	12	0	14	24	9	0	128
	LOCAL	0	-	2	3		5	9	1	00	6	10	11	12	13	14	15	16	11	18	19	20	21	22	23	DAT

PEAK PASSENGERS PER HOUR: 270
PEAK AS PERCENT OF TOTAL: 11.4%
PASSENGER PEAK HOUR(S): 16

## KNØXVILLE, TENN. TYS PASSENGER TRAFFIC BY HØUR FRIDAY - AUGUST 6, 1976



LAS VEGAS, NEVADA

LAS

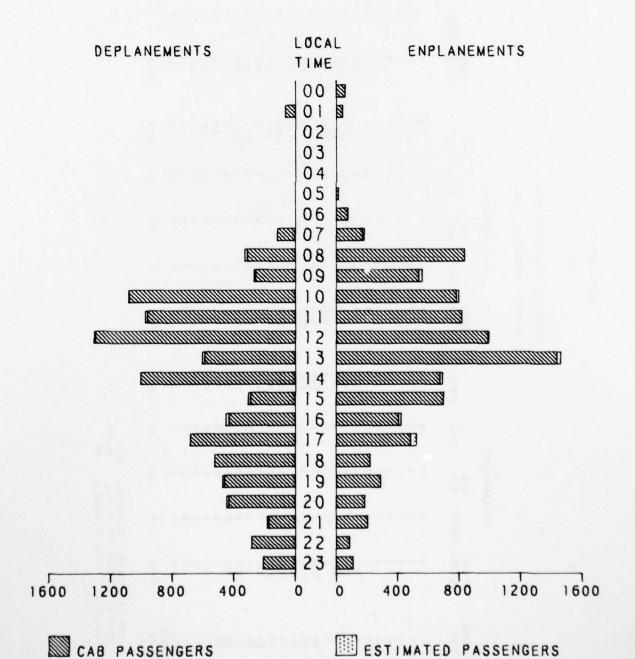
PASSENGER TRAPPIC BY HOUR

FRIDAY - AUGUST 6, 1976

		TOTAL	57	106	0	0	0	15	16	298	1161	823	1878	1788	2299	2060	1695	1002	873	1205	743	160	631	386	372	317	18545	
		EST.	0	0	0	0	0	0	~	10	18	31	20	13	15	38	15	15	37	38	0	13	13	10	0	0	289	
	TOINE	REV.	5	9	0	0	0	-	9	36	69	65	101	59	101	128	73	59	23	81	21	33	35	15	16	0	106	
		COACH	52	93	0	0	0	0	67	211	595	336	1269	1306	1550	14 19	1074	761	392	588	512	343	313	227	278	286	11743	
		PIRST	0	7	0	0	0	14	0	t 1	408	397	887	4 10	633	475	533	167	421	531	210	371	270	134	78	21	6095	
		TOTAL	57	01	0	0	0	15	16	181	833	929	795	815	991	1457	689	669	423	522	222	289	187	205	87	111	9250	
٥	2	EST.	0	0	0	0	0	0	٣	10	0	21	15	0	5	23	15	0	16	38	0	0	0	0	0	0	911	
0	ENFLANEGENIS	NCN REV.	5		0	0	0	-	9	19	99	32	39	25	45	16	32	52	13	74	9	20	2	7	3	~	471	
C R G	L S	COACH	52	34	0	0	0	0	19	145	999	222	480	657	989	1141	377	491	250	175	178	68	74	133	73	96	5886	
		FIRST	0	5	0	0	0	14	0	1	211	281	261	133	355	217	265	156	144	285	38	180	108	9	10	12	2747	
		FOTAL	0	99	0	0	0	0	0	1117	328	267	1083	973	1308	603	1006	303	450	683	521	471	1111	181	285	206	9295	
	c	EST.	0	0	0	0	0	0	0	0	18	10	2	13	10	15	0	15	21	0	0	13	13	10	0	0	143	
2	DEPLANEABNIS	NON REV.	0	2	0	0	0	0	0	17	13	27	52	34	96	52	41	1	10	24	15	13	30	80	12	1	433	
	DEF	COACH	0	65	0	0	0	0	0	99	100	114	789	649	196	278	169	270	142	413	334	254	239	16	205	190	5857	
		FIRST	0	2	0	0	0	0	0	34	197	116	227	277	278	258	268	=	277	246	172	191	162	69	89	6	2862	
		LOCAL	0	-	7	3	*	5	9	1	80	6	10	11	12	13	14	15	16	11	18	19	20	21	22	23 TOTAL	DAT	

PEAK PASSENGERS PER HOUR: 2299
PEAK AS PERCENT OF TOTAL: 12.4%
PASSENGER PEAK HOUR(S): 12

## LAS VEGAS, NEVADA LAS PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



LIHUE, HAWAII

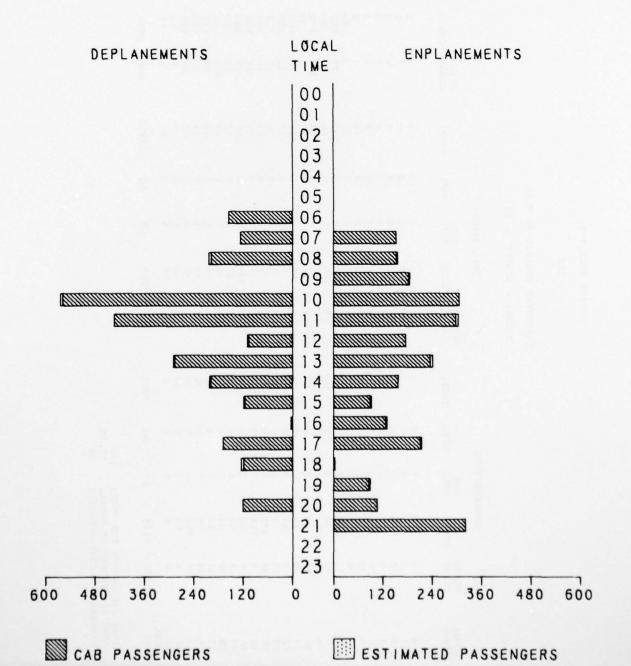
PASSENGER TRAPFIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	0	0	0	0	0	0	155	278	359	185	869	735	284	530	358	210	133	383	127	8	227	321	0	0	5243	
	EST.	0	0	0	0	0	0	0	0	6	3	9	9	3	6	3	9	9	3	6	3	0	0	0	0	99	
TOTAL	REV.	0	0	0	0	0	0	9	16	7	7	7	10	2	=	<b>6</b> 0	1	2	7	9	7	9	S	0	0	115	
	COACE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	FIRST	0	0	0	0	0	0	149	262	343	175	856	719	276	510	347	197	122	373	112	18	221	316	0	0	2905	
	TOTAL	0	0	0	0	0	0	0	152	156	185	305	303	175	241	157	92	130	214	3	68	106	321	0	0	2629	
S	EST.	0	0	0	0	0	0	0	0	3	3	0	9	0	9	0	3	3	3	3	3	0	0	0	0	33	
ENPLANEMENTS	NON REV.	0	0	0	0	0	0	0	10	2	1	2	00	#	9	9	#	2	2	0	7	-	2	0	0	73	
ENPL	COACH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	FIRST	0	0	0	0	0	0	0	142	148	175	300	289	171	229	151	85	122	206	0	84	105	316	0	0	2523	
	TOT AL	0	0	0	0	0	0	155	126	203	0	195	432	109	289	201	118	3	169	124	0	121	0	0	0	2614	
S	EST.	0	0	0	0	0	0	0	0	9	0	9	0	3	3	3	3	3	0	9	0	0	0	0	0	33	
DEPLANEMENTS	REV.	0	0	0	0	0	0	9	9	2	0	7	7	-	2	7	3	0	7	9	0	2	0	0	0	42	
DEPI	COACH	•	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	FIRST	0	0	0	0	0	0	149	120	195	0	556	4 30	105	281	196	112	0	167	112	0	116	0	0	0	2539	
	LOCAL	•	-	7	3	*	5	9	1	80	6	10	=	12	13	14	15	16	11	18	19	20	2.1	22	23	DAT	

859 16.6% 10 PEAK PASSENGERS PER HOUR: PEAK AS PERCENT OF TOTAL: PASSENGER PEAK HOUR(S):

## LIHUE, HAWAII LIH PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



LITTLE ROCK, ARK.

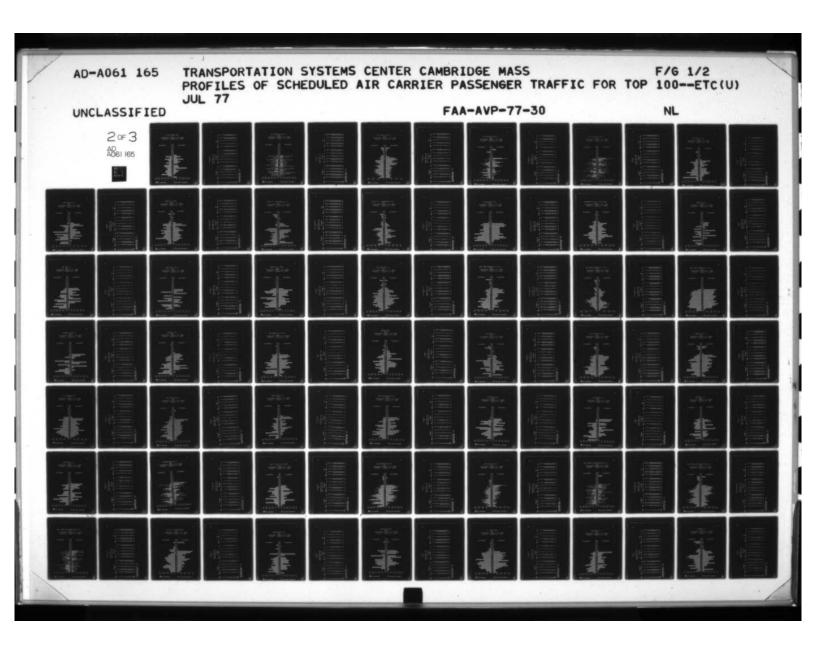
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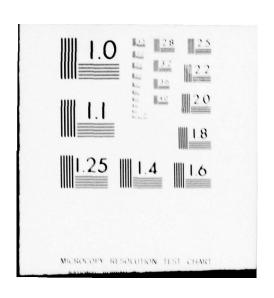
PASSENGER TRAPPIC BY HOUR

FRIDAY - AUGUST 6, 1976

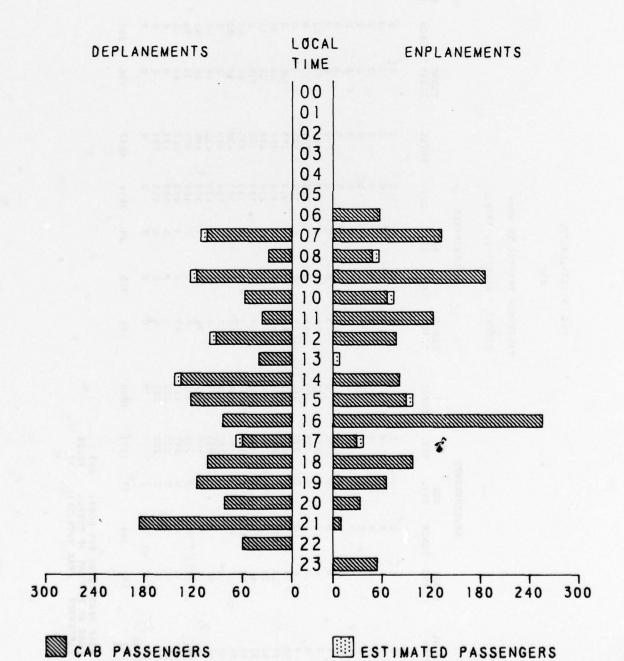
	TOTAL	0	0	0	0	0	0	57	243	84	309	131	158	177	8 7	224	220	339	105	200	181	115	196	09	54	2901
	EST.	0	0	0	0	0	•0	0	80	8	80	00	0	8	80	8	00	0	16	0	0	0	0	0	0	80
TOTAL	NON REV.	0	0	0	0	0	0	7	9	-	80	3	3	-	0	9	6	9	0	-	-	7	t	-	-	6 17
	COACH	0	0	0	0	0	0	52	202	57	170	71	143	156	0	145	188	307	78	119	117	101	178	53	8 3	2130
	PIRST	0	0	0	0	0	0	3	27	18	123	611	12	12	040	65	21	56	=	135	63	12	14	9	5	642
	TOTAL	0	0	0	0	0	0	57	132	99	185	74	122	11	00	81	26	255	37	16	65	33	10	0	54	1440
S	EST.	0	0	0	0	0	0	0	0	80	0	80	0	0	æ	0	œ	0	80	0	0	0	0	0	0	0 7
ENPLANEMENTS	NON REV.	0	0	0	0	0	0	2	7	0	7	-	3	-	0	2	-	7	0	-	0	-	0	0	-	28
ENP	COACH	0	0	0	0	0	0	52	113	45	119	26	109	69	0	28	75	231	27	37	01	31	10	0	8 7	1060
	FIRST	0	0	0	0	0	0	3	15	3	59	39	10	7	0	51	13	20	2	59	25	-	0	0	2	312
	TOTAL	0	0	0	0	0	0	0	1111	28	124	57	36	100	01	143	123	84	89	103	116	82	186	09	0	1461
1S	EST.	0	0	0	0	0	0	0	80	0	80	0	0	8	0	80	0	0	80	0	0	0	0	0	0	0 7
DEPLANEMENTS	NCN REV.	0	0	0	0	0	0	0	2	-	-	2	0	0	0	#	2	5	0	0	,	-	t	1	0	21
DEPI	COACH	0	0	0	0	0	0	0	68	12	51	45	34	87	0	1117	113	16	51	27	11	10	168	53	0	1070
	FIRST	0	0	0	0	0	0	0	12	15	19	10	2	5	01	14	80	9	6	16	38	11	14	9	0	330
	LOCAL	0		2	3	1	5	9	7	80	6	10	11	12	13	14	15	16	17	18	19	20	21	22	23	DAY

PEAK PASSENGERS PER HOUR: 339
PEAK AS PERCENT OF TOTAL: 11.7%
PASSENGER PEAK HOUR(S): 16





## LITTLE ROCK, ARK. LIT PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



LOS ANGELES, CALIP.

25

PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	•	0	0	0	0	0	0	710	370	319	751	320	091	336	578	244	329	801	293	411	171	521	303	0		7817
	EST.	0	0	0	0	0	0	0	622	319	319	642	218	420	218	0 11 11	423	329	733	218	319	723	521	303	0		6767
FOTAL	RON REV.	0	0	0	0	0	0	0	80	-	0	3	2	-	3	2	2	0	7	1	3	-	0	0	•		3
	COACH	0	0	0	0	0	0	0	43	0	0	0	31	15	0	67	20	0	0	42	55	0	0	0	0		303
	PIRST	0	0	0	0	0	0	0	37	20	0	106	99	24	115	99	69	0	99	56	34	47	0	0	0		106
	TOTAL	0	0	0	0	0	0	0	389	261	109	389	152	226	180	185	430	109	422	184	109	091	311	101	0		4017
s	est.	0	0	0	0	0	0	0	311	210	109	321	109	210	109	119	353	109	422	109	109	412	311	101	0		3434
EMPLANEHENTS	BCB.	0	0	0	0	0	0	0	9	-	0	-	0	-	2	3	-	c	0	1	0	-	0	0	0		74
ERPI	COACH	0	0	0	0	0	0	0	43	0	0	0	0	15	0	55	0	0	0	42	0	0	0	0	0		155
	PIRST	0	0	0	0	0	0	0	59	20	0	67	43	0	69	7	99	0	0	26	0	14	0	0	0		404
	FOTAL	0	0	0	0	0	0	0	321	109	210	362	168	234	156	393	114	220	379	109	302	311	210	202	0		3800
s	153	0	0	0	0	0	0	0	311	109	210	321	109	210	109	321	09	220	311	109	210	311	210	202	0		3333
DEPLANERENTS	NOS REV.	0	0	0	0	0	0	0	7	0	0	2	2	0	-	-	-	0	7	0	3	0	0	0	0		11
028	COACE	0	0	0	0	0	0	0	0	0	0	0	31	0	0	12	20	0	0	0	55	0	0	0	0		148
	PIRST	0	0	0	0	0	0	0	80	0	0	39	23	24	94	89	3	0	99	0	34	0	0	0	0		302
	LOCAL	0	-	2	3	•	5	9	1	œ	6	10	=	12	13	14	15	16	11	18	19	50	21	22	23	TOTAL	DAT

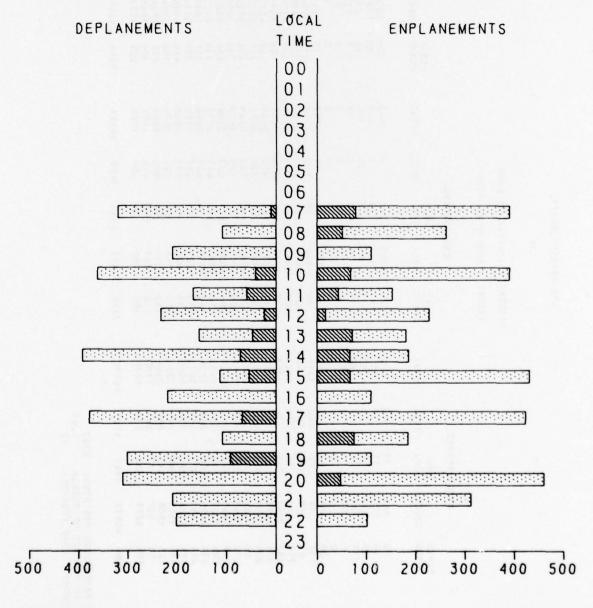
PEAK PASSENGERS PER HOUR: 901
PEAK AS PERCENT OF TOTAL: 10.2%
PASSENGER PEAK HOUR(S): 17

LØS ANGELES, CALIF.

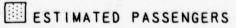
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PASSENGER TRAFFIC BY HØUR

FRIDAY - AUGUST 6, 1976







LOS ANGELES, CALIF.

LAX

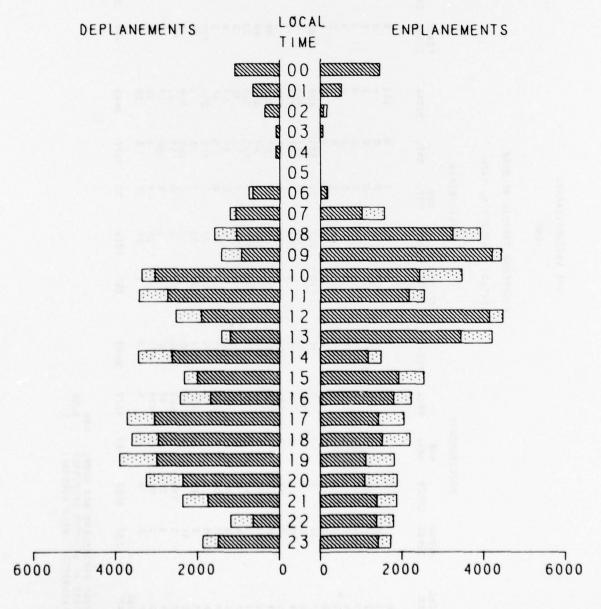
PASSENGER TRAPPIC BY HOUR

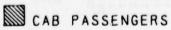
PRIDAY - AUGUST 6, 1976

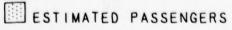
L. CLASS         COACH         REV.         CLASS         COACH         REV.         CLASS         COACH         REV.         CST.         TOTAL         CASH         CASH </th <th></th> <th></th> <th>DEP</th> <th>DEPLANERZYTS</th> <th>1S</th> <th></th> <th></th> <th>ENPL</th> <th>ENPLANEMENTS</th> <th>S</th> <th></th> <th></th> <th></th> <th>TOTAL</th> <th></th> <th></th>			DEP	DEPLANERZYTS	1S			ENPL	ENPLANEMENTS	S				TOTAL		
982         20         0         1092         124         1268         51         0         1043         214         2250         71         0           606         11         0         653         44         433         32         0         509         80         1039         43         0           81         3         6         6         6         6         0	LOCAL	PIRST	COACH	NON BEV.	251.	TOTAL	PIRST	COACH	NON REV.	SSI.	TOTAL	PIRST	COACH	RON REV.	EST.	TOTAL
36         606         11         0         653         44         433         32         0         509         80         1039         43         0         509         80         1039         43         0 <td></td> <td>90</td> <td>982</td> <td>20</td> <td>0</td> <td>1092</td> <td>124</td> <td>1268</td> <td>51</td> <td>0</td> <td>1443</td> <td>214</td> <td>2250</td> <td>11</td> <td>0</td> <td>2535</td>		90	982	20	0	1092	124	1268	51	0	1443	214	2250	11	0	2535
23         331         3         65         97         155         26         397         397		36	909	11	0	653	111	433	32	0	808	80	1039	43	0	1162
4         81         2         0         87         3         49         2         0         54         7         130         4         0           9         90         3         0         102         0		23	331	3	0	357	3	65	0	87	155	56	396	3	87	512
9         90         3         0         102         0         0         0         0         9         9         9         9         9         9         9         9         9         9         9         9         0		7	81	2	0	87	3	611	2	0	24	7	130	3	0	141
0         0		6	06	8	0	102	0	0	0	0	0	6	06	3	0	102
29         569         69         763         6         128         13         15         162         35         697         82         111         86         128         13         15         162         35         697         87         111         88         111         88         111         88         112         1218         86         830         99         543         1558         216         148         191         885         111         885         111         885         111         885         111         885         111         885         111         885         111         885         111         885         111         885         111         885         111         885         111         885         112         885         112         885         112         885         112         885         112         885         112         885         112         885         112         885         112         885         112         885         114         114         118         114         114         114         114         114         114         114         114         114         114         114         114         11		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130         854         92         142         1218         86         830         99         543         1558         216         1584         191         685           14         850         121         841         878         305         574         3073         386         3484         414         171           164         850         124         543         1598         305         2644         290         574         303         386         414         171           249         2557         235         326         3367         237         2038         145         1036         3466         4595         380         136         136           235         2348         151         701         3435         117         1881         146         372         2530         352         4229         311         1073           212         225         157         830         3450         100         1007         55         315         427         2230         427         322         426         372         448           212         225         123         3480         3450         100         1007 <th< td=""><td></td><td>29</td><td>569</td><td>69</td><td>96</td><td>763</td><td>9</td><td>128</td><td>13</td><td>15</td><td>162</td><td>35</td><td>169</td><td>82</td><td>111</td><td>925</td></th<>		29	569	69	96	763	9	128	13	15	162	35	169	82	111	925
81         850         124         543         1598         305         2634         290         674         3903         386         3484         411         121           164         688         77         498         1427         403         3491         301         221         4416         567         4179         378         719           249         151         701         3435         117         1881         160         372         2530         4559         4179         378         719           249         151         701         3435         117         1881         160         372         2530         4550         4159         311         1073           229         1557         122         625         2533         391         3480         259         324         4454         620         5037         381         1073           229         1557         122         625         2533         391         3480         259         324         4454         620         5037         381         1073           210         105         107         25         324         4454         620         5037		130	854	92	142	1218	98	830	66	543	1558	216	1584	191	685	2776
164         688         77         498         1427         403         3491         301         221         4416         567         4179         378         719           249         2557         235         326         3367         237         2038         145         1036         3456         486         4595         380         1362           229         1557         122         625         2533         391         3480         253         324         4454         629         381         1073           229         1557         122         625         2533         391         3480         253         324         4454         629         381         1073           212         2251         157         830         3450         100         1007         55         315         445         322         273         980           230         1655         123         3450         100         1007         55         315         477         3181         260         316         325         2721         1145         325         2721         1145           244         1337         298         374         457		81	850	124	543	1598	305	2634	290	674	3903	386	3484	414	1217	5501
2557         235         326         3367         237         2038         145         1036         3456         466         4595         380         1362           1348         151         701         3435         117         1881         160         372         2530         352         4229         311         1073           1557         122         625         625         33         3460         259         324         4454         620         5037         381         949           1058         87         213         1418         372         2864         186         767         44189         432         272         271         1475         44189         432         3258         272         1485         147         312         328         272         1485         135         427         2217         3181         260         331         1485         135         427         2217         514         272         233         1181         260         331         1485         326         446         316         360         331         1485         326         446         327         2184         4476         3181         260 <t< td=""><td></td><td>164</td><td>688</td><td>11</td><td>861</td><td>1427</td><td>403</td><td>3491</td><td>301</td><td>221</td><td>44 16</td><td>567</td><td>4179</td><td>378</td><td>719</td><td>5843</td></t<>		164	688	11	861	1427	403	3491	301	221	44 16	567	4179	378	719	5843
2348         151         701         3435         117         1881         160         372         2530         352         4229         311         1073           1557         122         625         253         391         3460         259         324         4454         620         5037         381         949           1058         87         617         259         324         4454         620         5037         381         949           2251         157         830         3450         100         100         1007         5526         476         4189         426         273         389         273         389         212         246         135         427         2217         476         3181         260         936         936         936         936         936         936         938         1485         147         272         233         1181         260         936         1485         147         2526         476         3181         260         936         253         1481         260         936         1485         1482         272         233         1181         260         936         1482         2217<		249	2557	235	326	3367	237	2038	145	1036	3456	486	4595	380	1362	6823
1557         122         625         2533         391         3480         259         324         44454         620         5037         381         949           1058         87         131         1418         372         2864         186         767         4189         432         323         381         949           1058         123         3450         1007         1007         55         137         417         3158         227         386         369         369         386         372         427         2526         476         3181         260         936           1337         98         754         2433         270         1385         135         427         2217         514         2722         233         1181           2636         229         156         160         1179         74         627         2204         371         381         299         1295           2386         229         352         351         140         130         325         180         489         180         180         180           1508         142         2217         2185         381         427		235	2348	151	701	3435	1117	1881	160	372	2530	352	4229	311	1073	5965
1058         87         213         1418         372         2864         186         767         4189         432         3922         273         980           2251         157         830         3450         100         1007         55         315         1477         312         3258         212         1145           1337         98         754         2433         226         137         617         2526         476         371         3181         260         936           2636         209         668         3724         160         1179         74         627         2040         371         3182         283         1295           2511         204         650         3611         110         1303         95         677         2185         386         3814         299         1327           2386         229         912         3908         86         65         795         1874         469         3310         322         1609           1900         144         93         697         1869         235         2721         170         1111           529         125         114		229	1557	122	625	2533	391	3480	259	324	4454	620	5037	381	616	6987
2251         157         830         3450         100         1007         55         315         1477         312         3258         212         1145           1655         123         319         2327         246         1526         137         617         2526         476         3181         260         936           2636         209         668         3724         160         1179         74         627         2040         371         385         233         1181           2511         204         650         3611         110         130         95         677         2185         386         3814         299         132           2386         229         912         3908         864         65         795         1874         466         2764         209         150           1508         112         121         58         486         1869         235         1609         180           1508         112         112         1141         100         414         1787         185         166         169           1231         124         378         306         1725         235		09	1058	87	213	1418	372	2864	186	767	4189	432	3922	273	980	2607
1655         123         319         2327         246         1526         137         617         2526         476         3181         260         936           2636         229         754         2433         270         1385         135         427         2217         514         2722         233         1181           2636         229         668         3724         160         1179         74         627         2040         371         3815         283         1181           2511         204         650         361         110         110         140         93         697         1802         469         3310         322         1609           1900         144         899         3259         150         864         65         795         1874         466         2764         209         1694           150         864         65         795         1874         466         2764         209         1694           150         112         1213         58         486         1869         235         170         111           1291         1102         378         186         172		212	2251	157	830	3450	100	1001	55	315	1477	312	3258	212	1145	4927
1337         98         754         2433         270         1385         135         427         2217         514         2722         233         1181           2536         209         668         3724         160         179         74         627         2040         371         3815         283         1295           2511         204         650         3611         110         1303         924         93         697         1802         469         310         322         1609           1900         144         899         3259         150         864         65         795         1874         466         2764         209         1694           1508         112         1213         58         486         1869         235         2721         170         1111           57         543         1190         132         1141         100         414         1787         185         166         1694           1291         102         378         1876         100         1280         39         306         1725         205         2571         141         684           30573         2441		230	1655	123	319	2327	246	1526	137	617	2526	476	3181	260	936	4853
2636         209         668         3724         160         1179         74         627         2040         371         3815         283         1295           2511         204         650         3611         110         1303         95         677         2185         356         3814         299         1327           2386         229         912         3908         88         924         93         697         1802         469         3310         322         1609           1900         144         899         3259         150         864         65         795         1874         466         2764         209         1694           1508         112         123         18         486         1869         235         2721         170         1694           57         67         543         1190         132         1141         10         1187         1869         235         2721         170         1591           1231         102         378         1876         100         1280         39         306         1725         2571         141         684           30573         2441		244	1337	98	154	2433	270	1385	135	427	2217	514	2722	233	1181	4650
2511         204         650         3611         110         1303         95         677         2185         356         3814         299         1327           2386         229         912         3908         88         924         93         697         1802         469         3310         322         1609           1900         144         899         3259         150         864         65         795         1874         466         2764         209         1694           150         144         899         3259         113         1441         100         414         1787         186         166         170         1111           527         67         378         486         1725         205         2571         1111         684           1291         102         378         1876         1280         39         306         1725         205         2571         141         684           30573         2441         9722         46196         3559         30983         2389         9400         46331         7019         61556         4830         19122		211	2636	508	899	3724	160	1179	74	627	2040	371	3815	283	1295	5764
2386         229         912         3908         88         924         93         697         1802         469         3310         322         1609           1900         144         899         3259         150         864         65         795         1874         466         2764         209         1694           1508         112         1213         58         486         1869         235         2721         170         1111           527         67         543         1190         132         1141         100         414         1787         185         1668         167         957           1291         102         378         1876         11280         39         306         1725         205         2571         141         684           30573         2441         9722         46196         3559         30983         2389         9400         46331         7019         61556         4830         19122		246	2511	204	650	3611	110	1303	95	677	2185	356	3814	299	1327	5796
1900         144         859         3259         150         864         65         795         1874         466         2764         209         1694           1508         112         238         132         1213         58         486         1869         235         2721         170         111           527         67         543         1190         132         1141         100         414         1787         185         1668         167         957           1291         102         378         1876         100         1280         39         306         1725         205         2571         141         684           30573         2441         9722         46196         3559         30983         2389         9400         46331         7019         61556         4830         19122		381	2386	229	912	3908	88	924	93	169	1802	691	3310	322	1609	5710
1508 112 625 2368 112 1213 58 486 1869 235 2721 170 1111 52 527 67 543 1190 132 1141 100 414 1787 185 1668 167 957 1291 102 378 1876 100 1280 39 306 1725 205 2571 141 684 30573 2441 9722 46196 3559 30983 2389 9400 46331 7019 61556 4830 19122		316	1900	144	668	3259	150	864	65	195	1874	997	2764	209	1694	5133
527 67 543 1190 132 1141 100 414 1787 185 1668 167 957 1291 102 378 1876 100 1280 39 306 1725 205 2571 141 684 30573 2441 9722 46196 3559 30983 2389 9400 46331 7019 61556 4830 19122		123	1508	112	625	2368	112	1213	58	#86	1869	235	2721	170	1111	4237
1291 102 378 1876 100 1280 39 306 1725 205 2571 141 684 30573 2441 9722 46196 3559 30983 2389 9400 46331 7019 61556 4830 19122		53	527	67	543	1190	132	1141	100	414	1787	185	1668	167	957	2977
30573 2441 9722 46196 3559 30983 2389 9400 46331 7019 61556 4830 19122		105	1291	102	378	1876	100	1280	39	306	1725	205	2571	14.	₹89	3601
		3460	30573	2441	9722	46196	3559	30983	2389	0016	46331	7019	61556	4830	19 122	9 2527

PEAR PASSEMGERS PER HOUR: 6987
PEAR AS PERCENT OF TOTAL: 7.6%
PASSEMGER PEAK HOUR(S): 12

# LØS ANGELES, CALIF. LAX PASSENGER TRAFFIC BY HØUR FRIDAY - AUGUST 6, 1976







LOS ANGELES, CALIF.

ONT

PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	102	0	86	0	•	0	2	864	284	118	492	413	419	361	144	230	315	328	433	274	329	69	303	53	5244
	EST. TO	0	0	0	0	0	0	2	178	184	72	122	235	134	121	111	139	73	178	111	335	34	20	173	0	2558
	ai																									
TOTAL	NON						•		-									_								59
	COACH	93	0	92	0	0	0	0	226	0	45	260	74	229	199	0	94	139	32	281	0	186	47	124	56	2137
	FIRST	<b>30</b>	0	9	•	0	0	0	80	0	0	2	66	8 +	33	0	9	3	115	35	38	9	2	3		061
	TOTAL	102	0	0	0	0	0	2	081	111	111	339	123	206	305	72	67	119	254	06	169	67	19	30	53	26 4 3
TS.	EST.	0	0	0	0	0	0	2	173	111	67	111	67	67	111	72	29	2	173	2	158	67	10	0	•	1279
ENPLANEHENTS	NCB REV.	-	0	0	0	0	0	0	11	0	-	2	-	2	2	0	0	0	7	3	0	0	0	-	0	32
d Ra	COACH	93	0	0	0	0	0	0	226	0	#3	218	0	132	157	0	0	65	32	52	0	0	60	29	56	1075
	PIRST		0	•	0	•	0	•	70	0	0	2	55	5	32	0	0	0	47	30	-	0	-	0	3	257
	FOTAL	0	•	96	•	•	0	•	18	173	1	153	290	213	99	72	163	251	74	343	105	262	20	273	0	2601
S	EST.	0	0	•	0	•	0	0	2	173	s	===	168	67	10	72	72	168	2	106	67	67	10	173	•	1279
DEPLANERENTS	BOB 8	0	0	0	0	0	0	0	3	0	0	•		9	3	0	-	0	-	3	-	3	0	7	0	27
DEP	COACE	•	0	92	0	0	0	•	•	0	7	42	74	16	42	•	94	80	0	229	0	186	39	95	0	1062
	PIRST	•	0	9	•	•	0	•	10	0	0	0	**	43	-	0	9	3	68	2	37	9	-	3	•	233
	TIRE	•	-	7	3	*	2	9	1	60	6	10	=	12	13	14	15	16	11	18	19	20	21	22	23	DAT

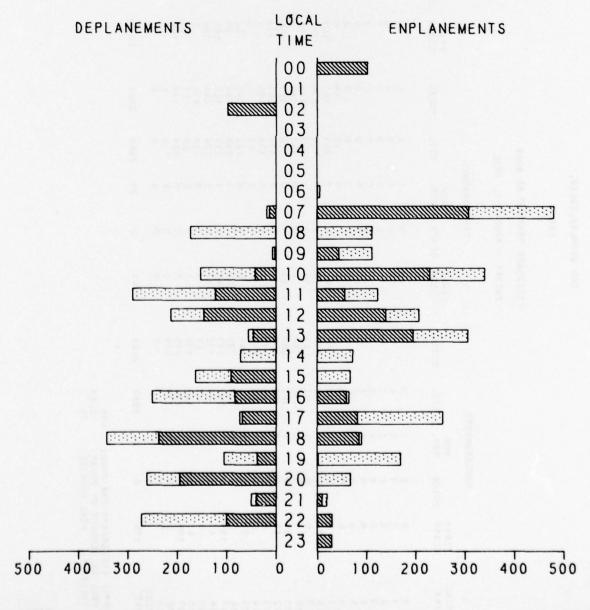
PERM PASSENGERS PER HOUR: 498
PERM AS PERCENT OF TOTAL: 9.
PASSENGER PERM HOUR(S): 7

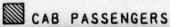
LØS ANGELES, CALIF.

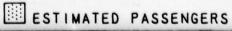
ØNT

PASSENGER TRAFFIC BY HØUR

FRIDAY - AUGUST 6, 1976







LOS ANGELES, CALIP.

SNA

PASSENGER TRAPFIC BY HOUR

PRIDAY - AUGUST 6, 1976

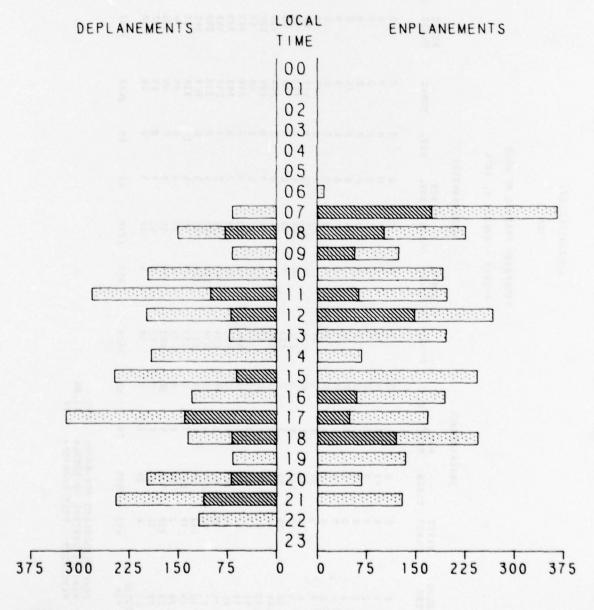
			,																							
	TOTAL	0	0	0	0	0	0	10	432	376	191	387	478	465	268	258	067	323	489	379	201	265	374	119	0	2 0 2 2
	EST.	0	0	0	0	0	0	10	258	196	134	387	315	248	268	258	429	263	300	191	201	196	253	119	0	4036
TOTAL	RON.	0	0	0	0	0	0	0	7	13	2	0	1	7	0	0	2	-	2	#	0	9	2	0	0	20
	COACH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PIRST	0	0	0	0	0	0	0	167	167	55	0	156	213	0	0	65	65	187	181	0	63	109	0	0	1419
	TOTAL	0	0	0	0	0	0	10	365	226	124	191	197	267	196	19	243	194	168	244	134	19	129	0	0	2822
S	EST.	0	0	0	0	0	0	10	161	124	67	191	134	119	196	23	243	134	119	124	134	57	129	0	0	5049
ENPLANEMENTS	NON REV.	0	0	0	0	0	0	0	7	6	2	0	2	4	0	0	0	-	-	3	0	0	0	0	0	53
Z NP	COACH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	FIBST	0	0	0	0	0	0	0	167	93	55	0	61	144	0	0	0	83	84	1117	0	0	0	0	0	744
	TOTAL	0	0	0	0	0	0	0	67	150	19	196	281	198	72	191	247	129	321	135	67	198	245	119	0	2683
LS.	EST.	0	0	0	0	0	0	0	67	72	19	196	181	129	72	161	186	129	181	19	67	129	134	119	0	1987
DEPLANEMENTS	NON REV.	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	7	0	-	-	0	9	7	0	0	21
DEP	COACH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PIRST	0	0	0	0	0	0	0	0	74	0	0	95	69	0	0	59	0	139	19	0	63	109	0	0	675
	LOCAL	0		2	3	3	2	9	1		6	10	11	12	13	14	15	16	11	18	19	20	21	22	23 TOTAL	DAY

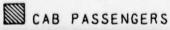
PERK PASSENGERS PER HOUR: 490
PERK AS PERCENT OF TOTAL: 8.9%
PASSENGER PEAK HOUR(S): 15

LØS ANGELES, CALIF.

SNA

PASSENGER TRAFFIC BY HØUR
FRIDAY - AUGUST 6, 1976







LOUI SVILLE, KY.

SDP

PASSENGER TRAPPIC BY HOUR PRIDAT - AUGUST 6, 1976

	TOTAL	0	99	0	•	18	0	0	92	408	428	216	380	230	158	329	387	412	693	474	383	128	518	121	83		5514
	EST.	•	0	0	•	0	0	0	80	80	0	0	80	80	9	0	0	30	60	19	19	0	16	0	0		130
TOTAL	BOR.	•	~	0	•	-	0	0	m	==	13	•	=	~	~	10	12	1	1	9	0	\$	9	~	~		123
	COACH	•	8 7	0	0	15	0	0	63	300	321	153	241	100	83	176	256	234	691	188	286	115	354	82	70		3554
	PIRST	0	9	0	•	2	•	0	18	98	76	09	120	120	67	143	119	141	508	261	89	80	138	37	10		1101
	TOTAL	0	-	0	0	16	0	0	43	337	192	93	244	138	45	214	197	211	323	261	126	95	35	89	61		2688
2	ZSI.	0	0	0	0	0	0	0	0	80	0	0	0	80	3	0	0	=	80	0	19	0	60	0	0		9
ENPLANEMENTS	MCM REV.	0	0	0	0	0	0	0	-	12	3	0	9	-	0	9	7	7	3	7	3	#	-	-	-		6 1
ENP	COACH	0	-	0	0	14	0	0	59	242	144	88	164	95	22	113	109	152	193	130	55	85	16	62	**		1719
	FIRST	•	0	0	•	7	0	0	13	75	77	2	74	7.3	20	95	98	91	119	129	61	9	10	5	4		852
	FOTAL	0	55	0	0	7	0	0	61	71	236	123	136	92	113	115	190	201	370	213	257	33	483	53	34		2826
S	EST.	0	0	0	0	0	0	0	80	0	0	0	80	0	3	0	0	19	0	19	0	0	80	0	0		65
DEPLANENENT	NOB REV.	•	7	0	0	-	0	0	7	2	6	3	2	-	2	#	10	2	*	3	1	-	6	-	7		14
DEP	COACH	0	47	0	0	-	0	0	34	58	177	65	11	**	61	63	147	82	276	58	231	30	338	20	56		1835
	FIRST	0	9	0	0	0	0	0	2	11	20	55	911	47	47	8 17	33	95	06	132	19	2	128	32	9		852
	LOCAL			2	•		2	9	1	80	6	10	=	12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAT

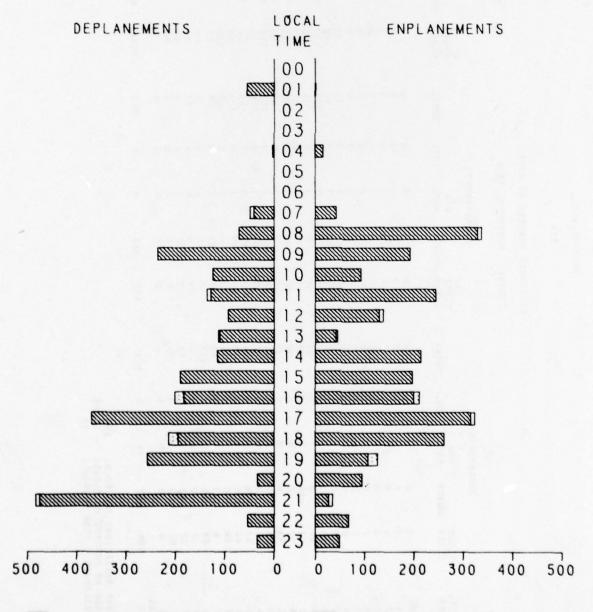
PERK PASSENGERS PER HOUR: 693
PERK AS PERCENT OF TOTAL: 12.6%
PASSENGER PEAK HOUR(S): 17

LØUISVILLE, KY.

SDF

PASSENGER TRAFFIC BY HØUR

FRIDAY - AUGUST 6, 1976







MADISON, WISC.

NSH

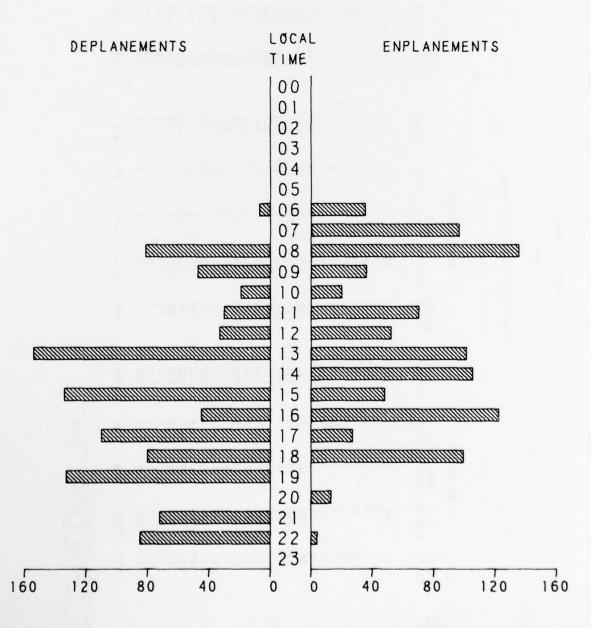
PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976

	TOTAL	c	0	0	0	0	0	42	96	216	83	39	100	85	255	105	182	167	137	179	133	13	72	8	0	1993
	. 188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	R E V	0	0	0	0	0	0	7	-	0	-	0	-	0	*	-	2	3	2	2	0	0	0	3	0	22
	COACH	0	0	0	0	0	0	0	53	119	0	18	61	0	112	78	126	69	0	88	65	0	42	0	0	825
	PIRST	0	0	0	0	0	0	07	42	16	82	21	20	85	139	20	54	95	135	89	89	13	30	86	0	1146
	TOTAL	0	0	0	0	0	0	35	96	135	36	20	10	52	101	105	87	122	27	66	0	13	0	7	0	896
12	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RNPLANEMENTS	NON REV.	0	0	0	0	0	0	-	-	0	0	0	-	0	-	-	0	2	c	-	0	0	0	0	0	80
G N S	COACH	0	0	0	0	0	0	0	53	78	0	0	611	0	21	84	47	69	0	17	0	0	0	0	0	418
	PIBST	0	0	0	0	0	0	34	42	57	36	20	20	52	19	20	-	51	27	81	0	13	0	7	0	537
	TOTAL	0	0	0	0	0	0	1	0	81	147	19	30	33	154	0	134	45	110	80	133	0	72	85	0	1030
TS	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DEPLANEMENT	NON REV.	0	0	0	0	0	0	-	0	0	-	0	0	0	3	0	7	-	7	-	0	0	0	3	0	14
DZPI	COACH	0	0	0	0	0	0	0	0	41	0	18	0	0	91	0	19	0	0	11	69	0	42	0	0	407
	PIRST	0	0	0	0	0	0	9	0	01	911	-	30	33	09	0	53	77	108	80	89	0	30	82	0	609
	LOCAL	0	-	2	3	7	2	9	1	8	6	10		12	13	14	15	91	17	18	19	20	21	22	23	DAY

PEAK PASSEMBERS PER HOUR: PEAK AS PERCENT OF TOTAL: PASSEMBER PEAK HOUR(S):

# MADISON, WISC. MSN PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



REMPHIS, TENN.

H 28

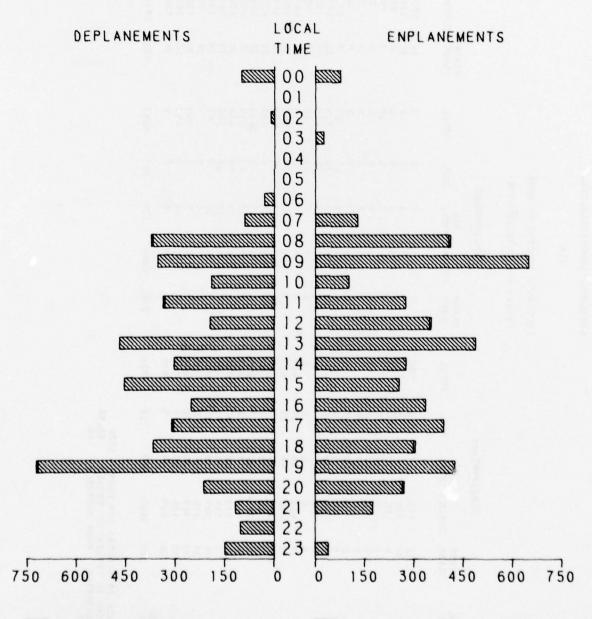
PASSENGER TRAPPIC BY HOUR

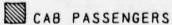
PRIDAY - AUGUST 6, 1976

	TOTAL	176	0	10	24	0	0	30	218	783	1000	291	611	545	956	578	710	286	701	671	1145	483	292	102	189	10101	
	EST.	0	0	0	0	0	0	0	0	10	0	0	2	2	0	0	0	0	2	2	2	2	0	0	0	0 *	
TOTAL	BOB REV.	-	0	7	0	0	0	0	9	27	35	#	59	12	27	19	15	22	15	13	59	10	9	1	2	284	
	COACE	149	0	1	20	0	0	25	167	571	822	129	423	478	810	432	574	425	181	4 85	911	60 7	257	**	153	1178	
	PIBST	26	0	-	3	0	0	2	45	175	143	158	154	20	119	127	121	139	194	168	200	65	29	51	31	1999	
	TOTAL	76	0	0	24	0	0	0	128	60#	249	101	273	351	98 7	275	254	334	389	303	423	270	175	0	39	4957	
s	EST.	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	2	0	0	0	20	
ENPLANEMENTS	NON REV.	0	0	0	0	0	0	0	7	6	18	3	10	6	œ	7	3	1	2	3	10	3	3	0	0	101	
ZMP	COACH	99	0	0	20	0	0	0	06	599	550	33	169	303	432	188	221	256	313	156	339	220	153	0	32	3840	
	PIRST	10	0	0	7	0	0	0	36	96	19	65	16	34	9#	80	30	711	71	139	74	41	19	0	1	966	
	FOTAL	100	0	10	0	0	0	30	06	374	353	190	338	194	470	303	456	252	312	368	722	213	117	102	150	5144	
ý	EST.	•	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	2	0	0	0	0	20	
DEPLANEMENTS	REV.	-	0	7	0	0	0	0	*	18	11	-	19	3	19	12	12	15	10	10	19	9	3	1	2	183	
Idad	COACH	83	0	1	0	0	0	25	11	272	272	96	254	175	378	244	353	169	174	329	572	189	104	**	121	3938	
	PIRST	16	0		0	0	0	2	6	19	19	93	09	16	73	147	91	89	123	29	126	18	10	51	24	1003	
	LOCAL	•		2	3		2	9	1	80	6	10	=	12	13	12	15	16	11	18	19	20	21	22	23	DAT	

PEAR PASSEMBERS PER HOUR: 1145 PEAR AS PERCENT OF TOTAL: 11.3% PASSEMBER PEAR HOUR(S): 19

## MEMPHIS, TENN. MEM PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976





HIAHI/PT. LAUDERDALE, PLA.

PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	198	137	11	31	0	0	01	195	407	475	22	463	1176	968	491	487	434	758	200	320	351	507	837	619		9391
	EST.	0	0	0	0	0	0	10	25	19	0 4	22	27	100	61	2	0	47	62	113	25	0	25	0	0		679
TOTAL	REV.	t	9	9	8	0	0	0	28	59	37	0	18	86	83	36	37	26	20	27	14	14	25	39	14		995
	COACH	172	124	65	56	0	0	0	135	277	380	0	401	016	754	129	428	342	109	341	263	316	422	747	569		7738
	PIRST	22	10	9	3	0	0	0	1	22	18	0	11	38	34	21	22	19	39	19	18	21	35	51	36		#58
	TOTAL	0	0	0	31	0	0	5	187	319	457	22	0	553	553	408	212	255	438	250	62	-	263	651	0		1994
s	gsr.	0	0	0	0	0	0	2	52	74	52	22	0	20	**	2	0	47	15	20	0	0	5	0	0		307
ENPLANEMENTS	RON REV.	0	0	0	2	0	0	0	24	17	34	0	0	52	59	23	17	17	25	12	3	0	5	18	0		279
ENPL	COACH	0	0	0	56	0	0	0	131	214	380	0	0	091	462	362	185	182	374	506	99	•	235	592	0		3866
	PIRST	0	0	0	3	0	0	0	1	14	18	0	0	21	18	18	10	6	24	12	2	0	18	117	0		215
	FOTAL	198	137	11	0	0	0	5	00	88	18	0	463	623	343	83	275	179	320	250	258	350	244	186	619		4724
s	EST.	0	0	0	0	0	0	2	0	2	15	0	27	80	2	0	0	0	47	93	25	0	20	0	0		322
DEPLANEARINES	REV.	3	3	9	0	0	0	0	4	12	3	0	18	9 1	30	13	20	6	25	15	10	14	20	21	14		287
DEPL	COACH	172	124	9	0	0	0	0	3	63	0	0	401	480	292	67	243	160	233	135	207	315	187	155	569		3872
	PIRST	22	10	9	0	0	0	0	0	80	0	0	11	17	16	3	12	10	15	7	16	21	17	10	36		243
	LOCAL	0	-	2	3	4	5	9	1	80	6	10		12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAT

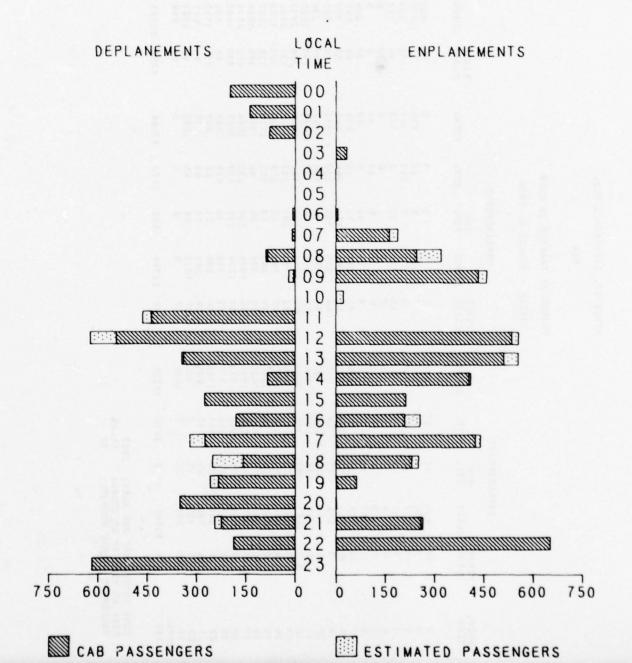
PEAK PASSENGERS PER HOUR: 1176
PEAK AS PERCENT OF TOTAL: 12.5%
PASSENGER PEAK HOUR(S): 12

MIAMI/FT. LAUDERDALE, FLA.

FLL

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976



HIAMI/FT. LAUDERDALE, PLA.

HIP

PASSENGER TRAPFIC BY HOUR PRIDAY - AUGUST 6, 1976

	TOTAL	909	316	372	215	0	83	276	767	1319	1294	482	2278	3907	3161	2347	2463	2861	3598	2238	1338	1594	860	1377	1036		34788
	EST.	87	147	226	0	0	83	2	154	357	294	169	353	891	959	878	633	538	377	456	603	201	218	4.5	0	0.00	8 16 9
TOTAL	RON RET.	9#	1	30	91	0	0	27	121	127	142	58	204	328	236	109	185	212	300	171	86	141	55	73	73		2759
	COACH	4 29	150	101	183	0	0	506	117	111	807	236	1521	29 15	2134	1259	1527	1966	2711	1481	386	1142	543	1161	668	,,,,,,	23281
	PIRST	3	12	15	16	0	0	38	45	88	51	19	100	196	135	101	118	145	210	130	51	110	***	86	19		1800
	TOTAL	•	146	141	153	0	83	43	405	848	1079	362	432	1406	2321	1225	1119	1231	2484	1465	603	411	375	1232	0		17564
ş	ZSI.	0	87	141	0	0	83	2	89	146	230	114	62	128	211	539	557	06	233	173	419	9	81	45	0		3472
STREMEMBER	BON REV.	0	9	0	12	0	0	12	92	114	130	91	99	146	207	20	57	96	208	135	16	21	10	68	0		1492
4	COACH	0	20	0	126	0	0	25	228	945	675	186	286	1053	1791	589	467	970	1904	1074	156	296	265	1032	0		11719
	PIRST	0	3	0	15	0	0	-	17	42	77	16	18	19	112	47	38	75	139	83	12	34	19	87	0		881
	TOTAL	909	170	231	62	0	0	233	362	471	215	120	1846	2501	840	1122	1344	1630	1114	113	735	1183	485	145	1036		17224
s	251.	87	09	85	0	0	0	0	98	211	19	55	291	340	445	339	16	844	144	283	184	141	137	0	0		3476
DEPLANERENTS	NON 9 EV.	9#	-	30	4	0	0	15	59	13	12	12	138	182	53	29	128	116	92	36	82	120	45	S	73		1267
DEPL	COACH	429	100	101	57	0	0	181	219	231	132	20	1335	1862	343	670	1060	966	807	407	430	948	278	129	889		11562
	PIRST	**	6	15	-	0	0	37	28	16	1	3	82	117	23	54	80	70	11	47	39	16	25	11	19	-	919
	LOCAL	0	-	2			5	9	1	80	6	10	=	12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAT

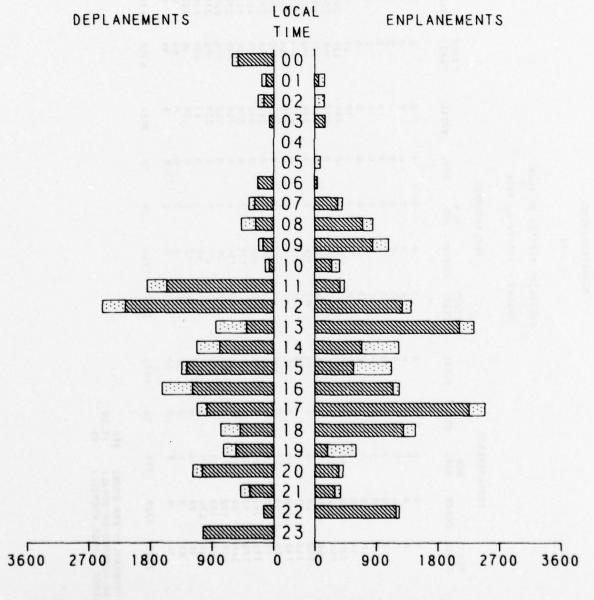
PEAK PASSEMBERS PER HOUR: 3907
PEAK AS PERCENT OF TOTAL: 11.2%
PASSEMBER PEAK HOUR(S): 12

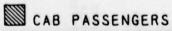
MIAMI/FT. LAUDERDALE, FLA.

MIA

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976







MILWAUKEE, WISC.

HKE

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976

PIRST         NOR         PIRST         PIRST         NOR         PIRST			DEPL	DEPLANEMENTS	S			ENPL	ENPLANEMENTS	S				TOTAL		
0         0	LOCAL	PIRST	COACH	REV.	EST.	FOTAL	PIRST	COACH	NCN REV.	EST.	TOTAL	PIRST	COACH	REV.	EST.	TOTAL
0         0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0         0		0	0	0	0	0	0	c	0	0	0	0	0	0	0	0
12		0	0	0	0	0	0	0	0	0	C	0	0	0	0	0
14		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14         0		0	0	0 0	0 0	0 0	0	0	0 0	0 (	0 0	0 (	0	0	0 '	0
120         39         11         0         170         109         230         5         0         344         229         269         16         0         168         170         109         230         5         0         344         229         269         16         0         168         156         220         156         120         156         220         156         224         156         169         160         160         168         161         168         160         220         156         160         160         170         160<		0 1	00	0 0	0 0	5 م	00	00	0 -	00	0 5	23	0 0	۰ ۵	00	0 %
164         66         11         8         249         242         158         4         8         412         406         224         15         168         156         209         2         0         367         224         308         3         0         367         224         308         3         0         367         224         308         3         0         367         224         308         3         0         367         224         308         3         0         367         16         367         3         0         231         174         9         16         367         16         367         367         36		120	36	-=	0	170	109	230	. 5	0	344	229	269	16	0	514
68         99         1         0         168         156         209         2         0         367         224         308         3         0           100         48         5         8         161         93         126         4         8         231         174         9         16           132         138         5         0         275         27         0         3         0         230         359         138         8         16         16         208         4         16         16         208         4         16         208         4         16         16         208         4         16         209         2         0         229         155         211         17         0         16         16         16         16         208         130         11         10         220         130         210         210         11         10         10         220         11         11         11         11         11         11         11         11         11         11         11         11         11         11         11         11         13         11         11         <		164	99	=	00	548	242	158	7	00	412	901	224	15	16	661
100         48         5         8         161         93         126         4         8         231         193         174         9         16           113         57         3         151         1         8         213         166         208         4         16           132         138         5         0         275         227         0         30         359         138         9         16         16         16         170         229         155         211         17         0         16         229         155         211         17         0         16         229         155         211         17         0         0         240         216         274         10         0         0         240         216         274         17         0         0         240         216         274         10         0         0         20         229         135         211         17         0         0         20         229         135         131         16         10         0         20         229         136         131         10         10         0         10         10		89	66	-	0	168	156	209	7	0	367	224	308	3	0	535
113         57         3         181         53         151         1         8         213         166         208         4         16         130         136         208         4         16         16         155         227         0         230         359         138         8         0         16         16         177         243         177         10         0         260         143         16         157         5         0         240         216         274         17         0           170         243         11         8         432         164         158         2         8         204         216         274         10         0           264         54         10         0         328         128         216         4         0         348         392         270         14         0           264         54         10         0         328         128         216         4         0         428         37         16         4         0         348         392         270         14         0         16         10         10         10         10         10 <th></th> <td>100</td> <td>8 17</td> <td>2</td> <td>80</td> <td>161</td> <td>93</td> <td>126</td> <td>#</td> <td>80</td> <td>231</td> <td>193</td> <td>174</td> <td>6</td> <td>16</td> <td>392</td>		100	8 17	2	80	161	93	126	#	80	231	193	174	6	16	392
132         138         5         0         275         227         0         3         0         230         359         138         8         0           188         54         12         0         260         143         97         0         229         155         211         17         0           170         243         11         8         432         164         18         332         314         401         13         16           264         54         10         0         328         128         216         4         0         348         392         270         14         0           264         54         10         0         328         128         216         4         0         348         392         270         14         0           248         182         7         0         356         193         27         14         0         16         16         14         0         14         0         14         0         14         0         14         0         14         0         14         0         14         0         14         0         0		113	57		80	181	53	151	-	80	213	166	208	#	16	394
88         54         12         0         154         67         157         5         0         229         155         211         17         0           73         177         10         0         260         143         97         0         0         240         216         274         10         0           170         243         11         8         432         164         158         2         284         216         10         204         281         111         7         16           264         54         10         0         328         216         4         0         348         392         270         14         0           248         182         7         0         356         193         27         1         0         221         384         270         14         0           161         188         7         0         428         3         4         221         14         0           10         9         1         0         109         26         12         138         330         11         16           10         9 <t< td=""><th></th><td>132</td><td>138</td><td>2</td><td>0</td><td>275</td><td>227</td><td>0</td><td>m</td><td>0</td><td>230</td><td>359</td><td>138</td><td>80</td><td>0</td><td>505</td></t<>		132	138	2	0	275	227	0	m	0	230	359	138	80	0	505
73 177 10 0 260 143 97 0 0 240 216 274 10 0 0 170 243 11 8 432 164 158 2 8 332 334 401 13 16 188 10 328 121 93 101 2 8 204 2981 111 7 16 16 248 182 7 8 445 372 46 3 8 429 620 228 10 16 16 188 7 0 356 193 27 1 0 221 354 215 8 0 16 135 276 19 8 428 3 54 2 8 67 138 330 11 16 16 18 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		88	24	12	0	154	67	157	2	0	229	155	211	17	0	383
170         243         11         8         432         164         158         2         8         334         401         13         16           188         10         5         8         211         93         101         2         8         204         281         111         7         16           264         54         10         328         128         216         4         0         348         392         270         14         0           264         161         188         7         0         356         193         27         1         0         221         354         218         10         16           165         9         8         428         3         54         2         8         67         138         330         11         16           10         98         1         0         109         26         12         0         38         36         110         1         0           63         0         1         0         0         0         0         0         0         0         0         0         0         0         0		73	111	10	0	260	143	16	0	0	240	216	274	10	0	200
188         10         5         8         211         93         101         2         8         204         281         111         7         16           264         54         10         0         328         128         216         4         0         348         392         270         14         0           248         182         7         0         356         193         27         1         0         228         10         16           161         188         7         0         356         193         27         1         0         221         354         215         8         0         0         16         17         16         16         16         16         16         16         16         16         16         16         16         16         16         16         1		170	243	11	80	432	164	158	7	80	332	334	401	13	16	164
264         54         10         0         328         128         216         4         0         348         392         270         14         0           248         182         7         0         445         372         46         3         8         429         620         228         10         16           161         186         7         0         356         193         27         1         0         221         354         215         8         0         16 <t< td=""><th></th><td>188</td><td>10</td><td>2</td><td>80</td><td>211</td><td>93</td><td>101</td><td>7</td><td>80</td><td>204</td><td>281</td><td>111</td><td>7</td><td>16</td><td>415</td></t<>		188	10	2	80	211	93	101	7	80	204	281	111	7	16	415
248         182         7         8         445         372         46         3         8         429         620         228         10         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         17         17		764	94	10	0	328	128	216	#	0	348	392	270	14	0	919
161         188         7         0         356         193         27         1         0         221         354         215         8         0           135         276         9         8         428         3         54         2         8         67         138         330         11         16           10         9         1         0         0         0         0         38         36         11         16         11         16           63         0         1         0		248	182	7	80	445	372	911		80	429	620	228	01	16	874
135     276     9     8     428     3     54     2     8     67     138     330     11     16       10     98     1     0     109     26     12     0     0     38     36     110     1     0       63     0     1     0     64     0     0     0     0     0     0     1     0       10     0     0     10     9     0     0     9     19     0     0     0       2121     1729     111     56     4017     2087     1742     39     56     3924     4208     3471     150     112     7		161	188	1	0	356	193	27	-	0	221	354	215	8	0	577
10 98 1 0 109 26 12 0 0 38 36 110 1 0 0 63 0 10 1 0 0 10 10 10 10 10 10 10 10 10 1		135	276	6	80	428	3	54	2	80	67	138	330	-	16	495
63 0 1 0 64 0 0 0 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1		10	86	-	0	109	26	12	0	0	38	36	110	-	0	147
10 0 0 0 10 9 0 0 0 0 0 0 0 0 0 0 0 0 0		63	0	-	0	19	0	0	0	0	0	63	0	-	0	9
2121 1729 111 56 4017 2087 1742 39 56 3924 4208 3471 150 112		10	0	0	0	10	6	0	0	0	6	19	0	0	0	19
	2	2121	1729	===	99	4017	2087	1742	39	99	39.24	4 208	3471	150	112	7941

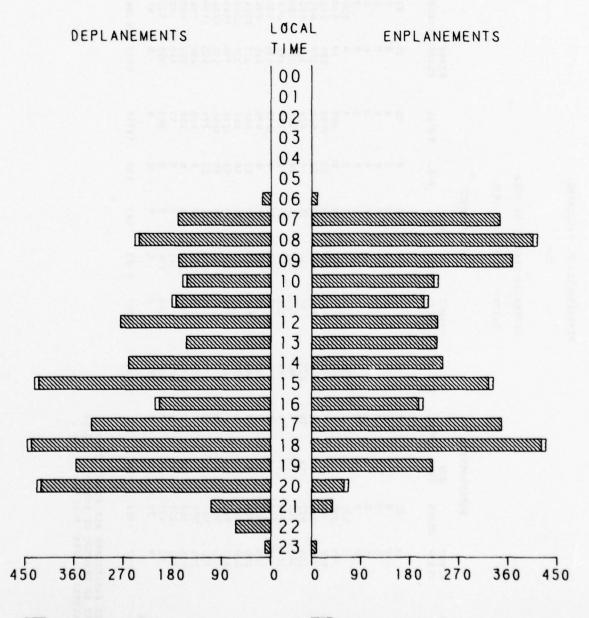
PEAK PASSENGERS PER HOUR: 874
PEAK AS PERCENT OF TOTAL: 11
PASSENGER PEAK HOUR(S): 18

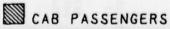
MILWAUKEE, WISC.

MKE

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976





MINNEAPOLIS/ST. PAUL, MINN.

USP

PASSENGER TRAPPIC BY HOUR

FRIDAY - AUGUST 6, 1976

	TOTAL	92	0	0	0	0	117	582	1266	196	1244	1325	1297	1382	1018	1806	1419	2777	2667	1752	1207	171	515	998	95		23159
	EST.	•		0	0	0	0	0	18	11	10	1.	*	3	0	30	14	25	25	77	80	80	0	0	0		252
TOTAL	REV.	•	0	0	0	0	0	16	69	01	11 11	54	19	77	28	55	38	78	16	34	31	18	21	34	0		150
	COACH	11	0	0	0	0	108	533	558	607	872	720	6 7 8	866	196	1384	1042	1945	1970	1129	109	493	381	732	87		16084
	PIRST	15	0	0	0	0	6	33	521	270	314	537	380	336	194	337	325	729	969	5 45	459	252	113	100	80		6013
	TOTAL	97	0	0	0	0	-	200	1102	959	424	545	811	10 10	495	656	9111	1216	1856	774	439	359	13	366	0	1	11718
S.	EST.	0	0	0	0	•	0	0	13	22	0	14	0	3	0	10	10	12	15	22	0	60	0	0	0		130
EMPLANEMENTS	REV.	40	0	0	0	0	0	6	69	33	25	34	33	38	18	37	10	01	611	14	10	<b>6</b> 0	0	80	0		447
ENP	COACH	38	0	0	0	0	0	183	658	427	339	320	553	651	389	775	301	970	1255	543	171	226	12	310	0		8121
	PIRST	~		0	0	0	-	80	362	174	9	177	225	317	88	137	125	194	537	195	258	1117	-	8 7	0		3026
	TOTAL	94	0	0	0	0	116	382	164	305	820	780	4 86	372	523	847	973	1561	811	978	168	412	502	200	95		11441
T.S	EST.	0	0	0	0	0	0	0	2	22	14	0	*	0	0	20	3	13	10	22	80	0	0	0	0		122
DEPLANEBENTS	REV.	•	0	0	0	•	0	1	0	1	19	20	31	9	10	18	28	38	27	20	21	10	21	26	0	,	309
DEP	COACH	33	0	0	0	0	108	350	0	180	533	004	296	347	407	609	741	915	715	586	538	267	369	422	87	1	1963
	FIRST	08	. 0	0	0	0	80	25	159	96	254	360	155	19	106	200	200	535	59	350	201	135	112	52	80		3047
	LOCAL	•		7	3	•	2	9	1		6	10	=	12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAY

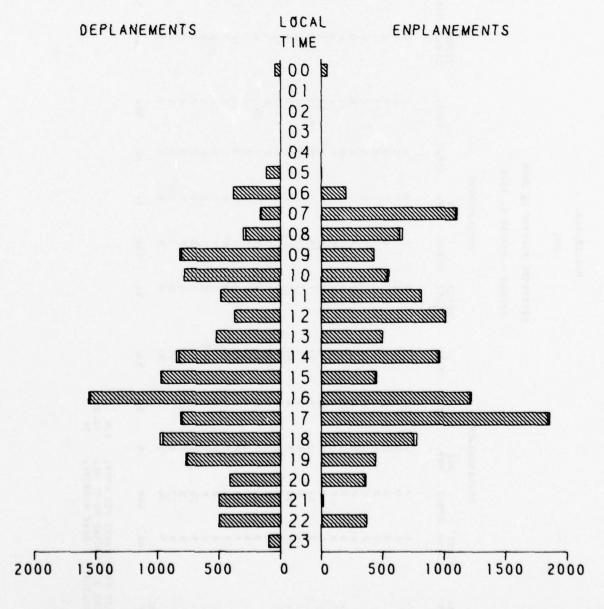
PERM PASSEMBERS PER HOUR: 2777
PERM AS PERCENT OF TOTAL: 12.0%
PASSEMBER PEAK HOUR(S): 16

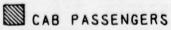
MINNEAPOLIS/ST. PAUL, MINN.

MSP

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976





HOBILE, ALA.

HOB

PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	0	0	0	0	0	0	65	911	57	59	31	67	117	62	06	20	138	87	34	10	82	0	95	31	1076
	EST.	0	0	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	10	0	10	0	0	0	0	0 7
TOTAL	RON REV.	0	0	0	0	0	0	4	-	-	7	0	3	2	2	2	2	7	-	-	0	-	0	-	0	25
	COACH	0	0	0	0	0	0	51	41	43	53	19	09	105	65	82	43	122	69	31	0	7.3	0	51	56	924
	PIRST	0	0	0	0	0	0	4	3	3	#	2	#	10	5	9	5	14	7	2	0	80	0	#	5	87
	TOTAL	0	0	0	0	0	0	57	917	52	12	26	0	117	0	63	0	126	5	34	5	0	0	-	0	544
S	EST.	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	5	0	2	0	0	0	0	20
ENPLANEMENTS	NON REV.	0	0	0	0	0	0	2	-	-	0	0	0	2	0	2	0	7	0	-	0	0	0	0	0	=
ZNP	COACH	0	0	0	0	0	0	51	41	43	11	19	0	105	0	57	0	111	0	31	0	0	0	-	0	014
	PIRST	0	0	0	0	0	0	*	1	3	-	2	0	10	0	4	0	13	0	2	0	0	0	0	0	43
	FOT AL	0	0	0	0	0	0	7	0	2	47	2	19	0	62	27	20	12	82	0	2	82	0	55	31	532
s,	EST.	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	20
DEPLANEHENT	ROS REV.	0	0	0	0	0	0	7	0	0	7	0	3	0	7	0	7	0	-	0	0	-	0	-	0	74
DEPL	COACH	0	0	0	0	0	0	0	0	0	42	0	09	0	55	25	43	:	69	0	0	73	0	20	56	454
	PIRST	0	0	0	0	0	0	0	0	0	3	0	3	0	5	2	2	-	1	0	0	00	0	7	5	77
	LOCAL	0	-	2	3		5	9	1	œ	6	10	=	12	13	14	15	16	11	18	19	20	21	22	23	DAY

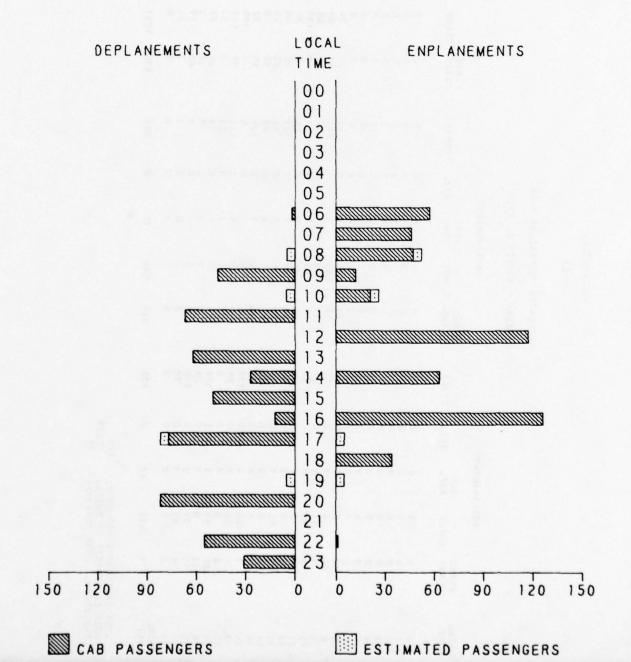
PEAK AS PERCENT OF TOTAL: 12.8% PASSENGER PEAK HOUR(S): 16.8%

MØBILE, ALA.

MØB

PASSENGER TRAFFIC BY HØUR

FRIDAY - AUGUST 6, 1976



MOLINE, ILL.

MLI

PASSENGER TRAPFIC BY HOUR

FRIDAY - AUGUST 6, 1976

	TOTAL	0	0	0	0	0	0	0	106	139	89	128	38	166	8 1	91	138	1117	210	61	117	31	139	73	0		1724
	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
TOTAL	REV.	0	٥	0	0	0	0	0	3	3	3	7	0	3	-	7	-	3	7	-	-	-	7	-	٥		38
	COACH	0	0	0	0	0	0	0	74	65	9	1117	36	68	55	0	72	106	112	57	82	0	11	65	c		1051
	FIRST	0	0	0	0	•	0	0	29	7.	20	•	~	95	25	87	65	7	16	3	34	30	09	1	0		635
	TOTAL	0	0	0	0	0	0	0	95	112	38	73	38	101	12	43	121	0	121	61	6	1	6	9	0		6 118
LS.	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
ENPLANEMENTS	REV.	0	0	0	0	0	0	c	2	7	-	-	C	-	0	-	-	0	2	-	C	0	0	0	0		15
ENP	COACH	0	0	0	0	0	0	0	74	65	24	99	36	99	0	0	72	0	99	57	0	0	0	0	0		518
	FIRST	0	0	0	0	0	0	0	19	619	13	9	2	38	12	42	8 7	0	09	3	6	1	6	3	0		316
	TOTAL	0	0	0	0	0	0	0	11	27	51	55	0	65	69	87	17	117	89	0	108	24	130	10	0		875
TS	EST.	0	0	0	0	0	0	0	0	c	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
DEPLANEMENT	NCN REV.	0	0	0	0	0	0	0	-	•	3	-	0	2	-	3	0	7	2	0	-	-	2	-	0		23
DEP	COACH	0	0	0	0	0	0	0	0	0	41	51	0	0	55	0	0	106	36	0	82	0	11	9	0		533
	FIRST	0	0	0	0	0	0	0	10	26	7	3	0	57	13	45	17	1	31	0	25	23	51	t	0		319
	LOCAL	0	-	7	3	*	2	9	1	80	6	10	=	12	13	10	15	16	17	18	19	20	21	22	23	TOTAL	DAY

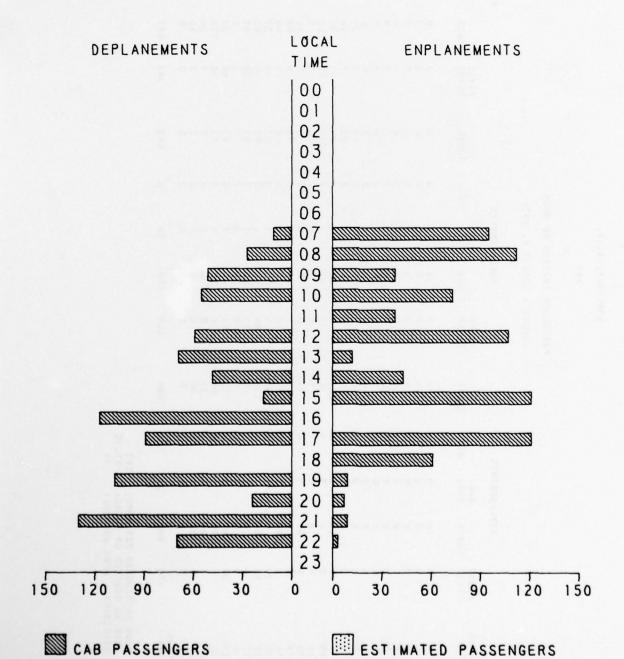
PEAK PASSEMGERS PER HOUR: PEAK AS PERCENT OF TOTAL: PASSENGER PEAK HOUR(S):

MØLINE, ILL.

MLI

PASSENGER TRAFFIC BY HØUR

FRIDAY - AUGUST 6, 1976



MONTEREY, CALIF.

181

PASSENGER TRAPFIC BY HOUR

PRIDAT - AUGUST 6, 1976

	TOTAL	•		0	0	0	0	0	0	88	83	128	119	0	76	75	16	66	181	18	0	142	147	27	96	0	1378	
	.122	c		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	REV.	c		0	0	0	0	0	0	7	2	#	7	0	2	-	7	#	3	3	0	1	7	0	-	0	38	
	COACE	•		0	0	0	0	0	0	19	74	83	82	0	99	68	68	51	90	09	0	67	135	56	52	0	166	
	PIRST	•		0	0	0	0	0	0	7	7	4.1	35	0	5	9	9	38	96	18	0	89	10	-	3	0	343	
	TOTAL	•	0	0	0	0	0	0	0	88	83	25	119	0	0	75	0	63	55	81	0	42	62	0	0	0	682	
en.	esr.	c		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EMPLANEMENTS	S C S	•		0	0	0	0	0	0	2	2	-	7	0	0	-	0		0	3	0	-	-	0	0	0	4	
1482	COACE	•		0	0	0	0	0	0	19	74	22	82	0	0	89	0	57	0	09	0	0	57	0	0	0	661	
	PIRST	•		0	0	0	0	0	0	1	1	2	35	0	0	9	0	5	**	18	0	41	1	0	0	0	169	
	FOTAL	•		0	0	0	0	0	0	0	0	103	0	0	16	0	16	36	137	0	0	100	85	27	99	0	969	
TS	257.	•		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
DEPLANEMENTS	308	c		0	0	0	0	0	0	0	0	3	0	0	2	0	7	3	3	0	0	9		0	1	0	24	
DEP	COACB	c		0	0	0	0	0	0	0	0	61	0	0	99	0	89	0	80	0	0	67	78	56	52	0	498	
	PIRST	c		0	0	0	0	0	0	0	0	39	0	0	5	0	9	33	54	0	0	27	9	-	3	0	174	
	LOCAL	•			7	3		5	9	1		6	10	11	12	13	14	15	16	11	18	19	20	21	22	23	DAT	

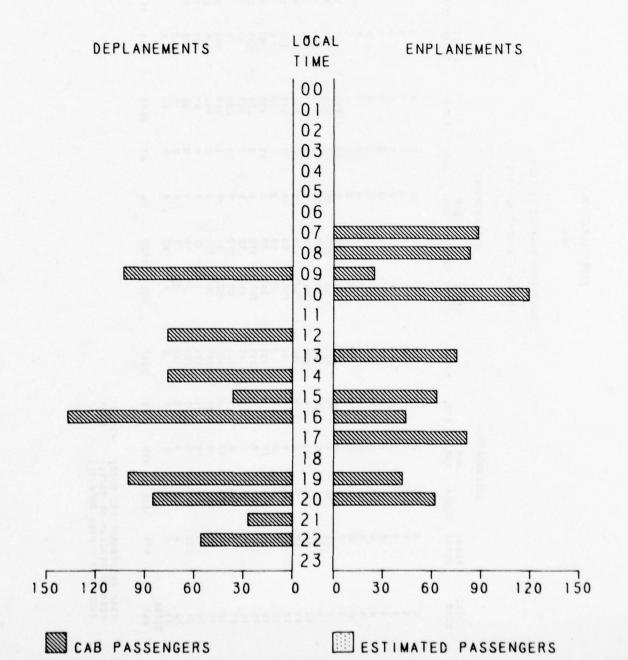
PEAK PASSENGERS PER HOUR: 191
PEAK AS PERCENT OF TOTAL: 13.1%
PASSENGER PEAK HOUR(S): 16

MØNTEREY, CALIF.

MRY

PASSENGER TRAFFIC BY HØUR

FRIDAY - AUGUST 6, 1976



MASHVILLE, TENS.

BIL

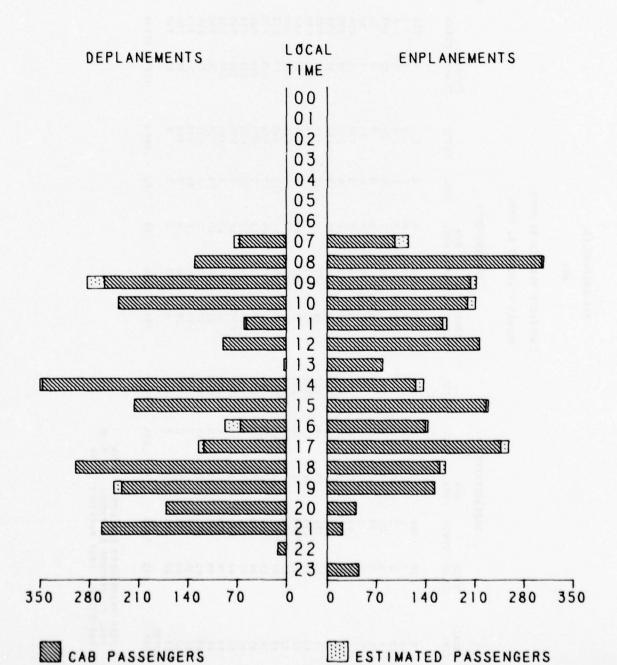
PASSZNGER TRAPPIC BY HOUR

FRIDAY - AUGUST 6, 1976

	EST. TOTAL					0																				166 5155
TOTAL	R R R R	0	0	0	0	0	0	0	7	23	28	19	10	13	7	21	18	9	12	23	1.	9	6	-	-	213
	COACH	0	0	0	0	0	0	0	105	333	233	300	104	106	69	359	211	102	275	289	257	189	167	6	0	3155
	PIRST	0	0	0	0	0	0	0	20	19	195	119	101	188	œ	93	213	97	76	148	116	17	109	2	*	1621
	TOTAL	0	0	0	0	0	0	0	115	308	212	211	170	217	19	137	229	143	258	168	153	4.1	22	0	5 *	2508
13	. ISI	0	0	0	0	0	0	0	19	3	80	111	9	0	0	11	3		=	00	0	0	0	0	0	93
EBPLANERENTS	NON REV.	0	0	0	0	0	0	0	4	15	12	œ	9	6	2	3	6	2	•	œ	9	2	•	0	-	16
<b>a</b>	COACH	0	0	0	0	0	0	0	64	237	102	168	104	20	69	68	110	92	172	85	111	37	14	0	0,	1529
	FIRST	0	0	0	0	0	0	0	43	53	90	24	54	158	æ	34	101	9#	69	67	36	7	7	0	4	805
	TOTAL	0	0	0	0	0	0	0	74	130	283	238	09	06	3	350	216	87	125	300	245	171	263	12	0	2647
15	557	•	0	0	0	0	0	0	00	0	25	0	•	0	3		0	22	00	0	11	0	0	0	0	93
DEPLANERBUTS	BCN REV.	0	0	0	0	0	0	0	3	60	16	11	4		0	18	6	3	9	15	60	3	œ	-	0	119
DEP	COACH	0	0	0	0	0	0	0	99	96	137	132	0	99	0	270	101	10	104	204	146	152	153	6	0	1626
	FIRST	0	0	0	0	0	0	0	7	36	105	95	53	30	0	65	106	51	1	81	90	15	102	2	0	819
	LOCAL		-	7			2	9	1	00	6	10	=	12	13	14	15	16	11	18	19	20	21	22	23 TOTAL	DAT

PERM PASSEMBERS PER HOUR: 495
PERM AS PERCENT OF TOTAL: 9.6%
PASSEMBER PEAN HOUR(S): 9

## NASHVILLE, TENN. BNA PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



NEW ORLEAMS, LA.

MSI

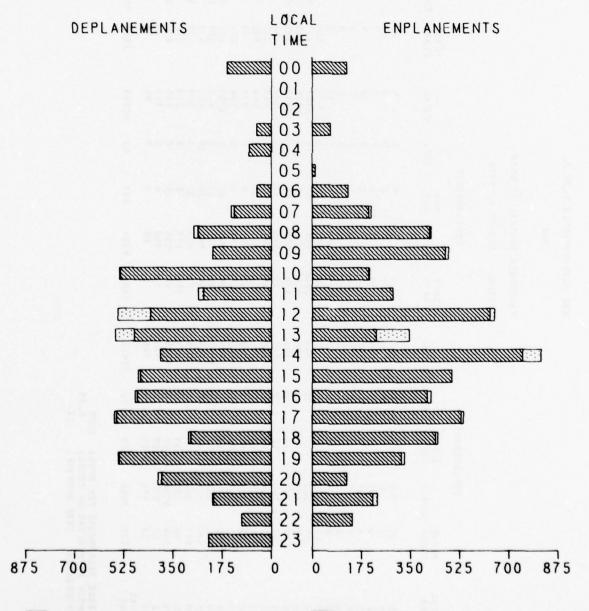
PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	281	0	0	116	80	11	178	352	869	169	744	545	1195	901	1208	971	106	1097	740	873	525	0 11	247	225	13025
	EST.	0	0	0	0	0	0	0	19	21	11	9	18	133	187	65	00	21	16	16	14	13	19	0	0	267
TOTAL	NON NEW.	0	0	0	3	0	0	2	25	30	11 11	33	59	59	55	0 7	21	24	56	t t	39	17	1	7	13	161
	COACB	253	0	0	101	71	10	158	238	554	290	572	462	921	572	978	822	711	905	533	750	116	361	205	190	10374
	PIRST	28	0	0	12	6	1	15	30	93	911	133	36	112	87	125	120	151	150	147	70	19	53	34	22	1593
	TOTAL	123	0	0	65	0	-11	128	509	422	181	203	287	8 7 9	345	814	961	421	538	9111	328	122	231	142	0	6463
ņ	257.	0	0	0	0	0	0	0	œ	2	11	3	0	16	118	6.5	0	13	œ	00	11	0	16	0	0	282
ENPLANZHENTS	ROM REV.	0	0	0	3	0	0	S	23	16	25	2	15	22	11	28	13	13	14	22	10	2	t	t	0	235
ENPI	COACH	113	0	0	95	0	10	114	137	350	414	153	251	946	201	621	442	319	413	345	285	83	194	118	0	5165
	PIRST	10	0	0	9	0	-	6	41	51	34	42	21	19	15	100	41	16	103	71	22	37	11	20	0	781
	FOTAL	158	0	0	51	80	0	20	143	276	207	541	258	547	955	394	475	486	559	767	545	403	503	105	525	6562
ţ,	EST.	0	0	0	0	0	0	0	11	16	0	3	18	111	69	0	60	00	00	00	3	13	m	0	0	285
DEPLANEMENTS	NON BEV.	0	0	0	0	0	0	0	2	14	19	28	14	1	**	12	60	11	12	22	53	15	3	3	13	526
1420	COACH	140	0	c	4.5	71	0	4	101	204	116	419	211	375	371	357	380	392	492	188	465	333	167	88	190	5209
	PIRST	18	0	0	9	6	0	9	53	42	12	16	15	8 3	72	25	19	75	47	16	8 4	77	36	14	22	812
	LOCAL	0	-	2	3	3	5	9	1	œ	6	10	11	12	13	14	15	16	11	18	19	20	21	22	23 TOTAL	DAY

PEAK PASSENGERS PER HOUR: 1208
PEAK AS PERCENT OF TOTAL: 9.3%
PASSENGER PEAK HOUR(S): 14

# NEW ØRLEANS, LA. MSY PASSENGER TRAFFIC BY HØUR FRIDAY - AUGUST 6, 1976



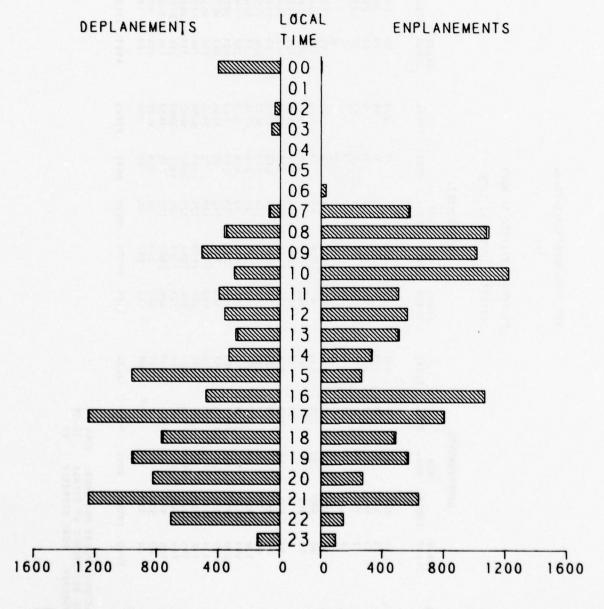
NEW YORK / NEWARK, N.Y. /N.J.

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PASSENGER TRAPPIC BY HOUR FRIDAY - AUGUST 6, 1976

PEAK PASSENGERS PER HOUR: 2050
PEAK AS PERCENT OF TOTAL: 9.
PASSENGER PEAK HOUR(S): 17

NEW YORK/NEWARK, N.Y./N.J. EWR PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976





NEW YORK/NEWARK, N.Y./N.J.

38.8

PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

TOTAL	REV. EST. TOTAL	54	75	0	0	0	0	165	122	275	347	407	517	206	751	929	2285	1390	896	1883	3001		0861	1101	1101	256 1980 5312 184 1101 5105 55 864 2025 29 320 773
	COACH	845	353	190	231	0	0	707	1105	828	1823	1921	1189	1355	1245	1796	2075	3574	4653	4197	3080	2765		3406	3406	3406
	PIBST	57	29	17	16	0	0	99	138	200	125	162	86	224	221	242	431	593	752	340	311	311		414	414	203
	TOTAL	234	111	0	82	0	0	22	645	880	2456	1829	1395	1677	736	629	743	1196	2766	1601	4012	2843		38 12	3812	3812
rs.	ZST.	0	0	0	0	0	0	0	22	121	334	568	212	143	234	438	293	72	12	1037	2065	1486		795	795	795 864 80
ENPLANEMENTS	NCN REV.	16	5	0	-	0	0	2	61	55	174	109	101	113	56	12	35	112	193	224	127	75		122	122	122 31 16
ZNP	COACH	212	35	0	72	0	0	19	514	562	1823	1310	1024	1279	325	164	222	944	2083	2609	1654	1161		2587	2587	2587 397 279
	PIRST	9	7	0	6	0	0	-	8 7	142	125	111	58	142	101	45	193	168	418	224	166	121		308	308	308 136 13
	FOT AL	781	433	221	111	0	0	975	833	66 11	13	818	525	230	1601	2185	4201	4761	3978	2640	2611	2469	-	1293	1293	1293 597 385
s	SST.	54	75	0	0	0	0	165	100	154	13	108	305	63	194	238	1992	1318	896	9#8	936	161		306	306	306
DEPLANEBRY	NON REV.	43	15	14	11	0	0	58	52	21	0	8 1	15	6	16	118	118	188	178	06	104	181		6.2	24	24 24
1420	COACH	633	318	190	159	0	0	688	591	566	0	611	165	16	920	1632	1853	2830	2570	1588	1426	1604	0,0	819	506	506
	PIRST	51	25	17	1	0	0	19	06	58	0	51	04	82	120	197	238	425	334	116	145	190	100	901	67	67 61
	LOCAL																			_	_	-				22

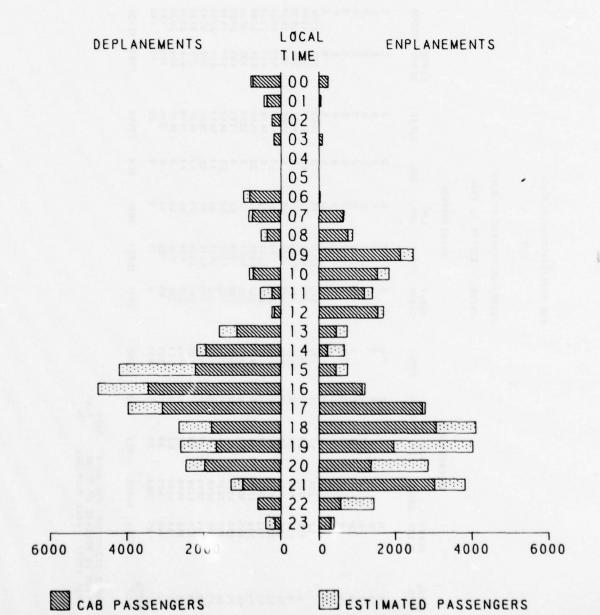
PEAK PASSENGERS PER HOUR: 6744
PEAK AS PERCENT OF TOTAL: 10.5%
PASSENGER PEAK HOUR(S): 17

NEW YORK/NEWARK, N.Y./N.J.

JFK

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976



NEW YORK/NEWARK, N.Y./N.J.

LGA

PASSENGER TRAPPIC BY HOUR

FRIDAY - AUGUST 6, 1976

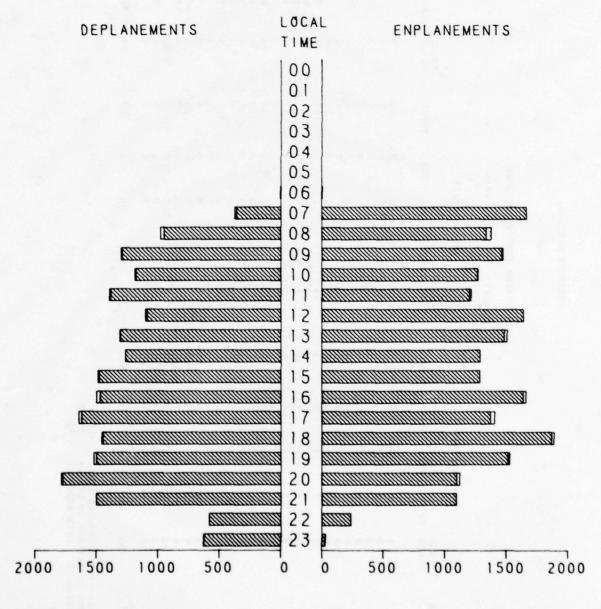
	TOTAL	0	0	0	0	0	0	10	2039	2354	2769	2453	2605	2736	2813	2547	2770	3158	3046	3339	3046	2904	2592	817	659		42657
	EST.	•	0	0	0	0	0	10	15	20	16	13	23	13	56	0	01	54	95	28	34	33	0	0	01		4 11
TOTAL	REW.	0	0	0	0	0	0	0	105	95	115	136	150	163	136	181	149	121	66	113	110	92	103	61	20		1937
	COACH	0	0	0	0	0	0	0	1556	1844	1938	1929	1843	2129	2200	2036	2122	2476	2281	2509	2297	2283	2020	583	580		32526
	FIRST	•	0	0	0	0	0	0	363	345	100	375	589	431	451	330	687	507	019	689	605	961	691	185	61		7683
	TOTAL	0	0	0	0	0	0	2	1663	1377	1471	1269	1212	1638	1505	1285	1283	1657	1403	1886	1524	1119	1001	236	28		21652
ş	EST.	0	0	0	0	0	0	2	0	0 17	8	2	13	0	22	0	0	23	33	18	13	23	0	0	2		208
ENPLANEMENTS	REV.	0	0	0	0	0	0	0	16	72	7.1	67	74	92	82	16	89	57	91	75	61	30	4.1	11	0		1014
RNP	COACH	0	0	0	0	0	0	0	1262	1092	1093	066	860	1247	1185	1024	985	1262	1072	1415	1168	835	830	182	19		16521
	PIBST	0	0	0	0	0	0	0	310	173	588	207	265	299	216	185	230	315	252	378	282	231	220	43	t		3909
	TOTAL	0	0	0	0	0	0	2	376	611	1298	1184	1393	1098	1308	1262	1487	1501	1643	1453	1522	1785	1501	581	631		21005
s.	EST.	0	0	0	0	0	0	2	15	30	8	00	10	13	3	0	10	31	23	10	21	10	0	0	2		203
DEPLANERENTS	NON REV.	0	0	0	•	0	0	0	14	23	44	69	16	71	54	105	81	19	53	38	61	62	62	38	20		923
DEP	COACH	0	0	0	0	0	0	0	294	752	845	939	983	882	1015	1012	1137	1214	1209	1094	1129	1448	1190	401	561		16105
	FIRST	0	0	0	0	0	0	0	53	172	401	168	324	132	235	145	259	192	358	311	323	265	549	142	45		3774
	LOCAL	0		7	3	27	2	9	1	90	6	10		12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAT

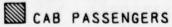
PEAK PASSEMBERS PER HOUR: 3339
PEAK AS PERCENT OF TOTAL: 7.8%
PASSEMBER PEAK HOUR(S): 18

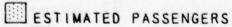
NEW YORK/NEWARK, N.Y./N.J.

LGA

PASSENGER TRAFFIC BY HOUR
FRIDAY - AUGUST 6, 1976







NEWPORT NEWS, VA.

PHP

PASSENGER TRAPFIC BY HOUR FRIDAY - AUGUST 6, 1976

	TOTAL	0	0	0	0	0	0	0	110	72	19	11	0	129	160	19	96	138	19	35	112	117	42	34	0		1209
	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0		10
TOTAL	RON REV.	0	0	0	0	0	0	0	3	3	2	-	0	3	t	3	t	3	0	2	-	2	0	-	0		32
	COACH	0	0	0	0	0	0	0	72	67	65	15	0	09	82	58	81	116	0	31	104	109	0	31	0		863
	FIRST	0	0	0	0	0	0	0	35	2	3	-	0	99	74	3	11	-	6	2	7	9	42	2	0		304
	TOTAL	0	0	0	0	0	0	0	109	7.1	30	17	0	10	122	19	0	125	14	0	25	0	0	0	0		587
13	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0		S
ENPLANEMENTS	NON REV.	0	0	0	0	C	0	0	2	2	-	-	0	0	3	3	0	2	0	0	0	0	0	0	0		7
ENP	COACH	0	0	0	0	0	0	0	72	67	28	15	0	0	52	58	0	116	0	0	23	0	0	0	0		601
	PIRST	0	0	0	0	0	0	0	35	2	-	-	0	10	19	3	0	29	6	0	2	0	0	0	0		159
	FOTAL	c	0	0	0	0	0	0	-	•	34	0	0	119	38	0	96	13	5	35	87	1117	42	34	0		622
TS	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0		2
DEPLANEMENTS	REV.	0	0	0	0	0	0	0	-	-	-	0	0	3	-	0	4	-	C	2	-	2	0	-	0		18
DEP	COACH	0	0	0	0	0	0	0	0	0	31	0	0	09	30	0	81	0	0	31	8	109	0	31	0		454
	PIRST	C	0	0	0	0	0	0	0	0	2	0	0	95	7	0		12	0	2	5	9	42	2	0		145
	LOCAL	0	-	2	3	*	5	9	1	00	6	10		12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAY

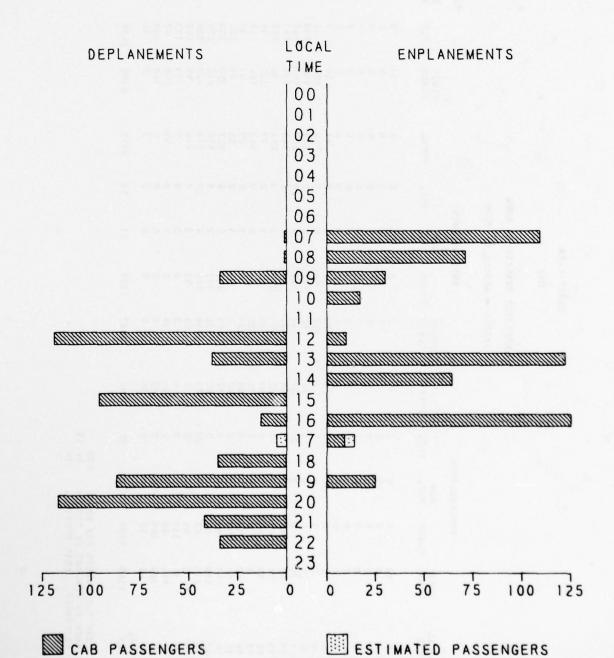
PEAK PASSENGERS PER HOUR: PEAK AS PERCENT OF TOTAL: PASSENGER PEAK HOUR(S):

NEWPORT NEWS, VA.

PHF

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976



NOR POLK, VA.

ORP

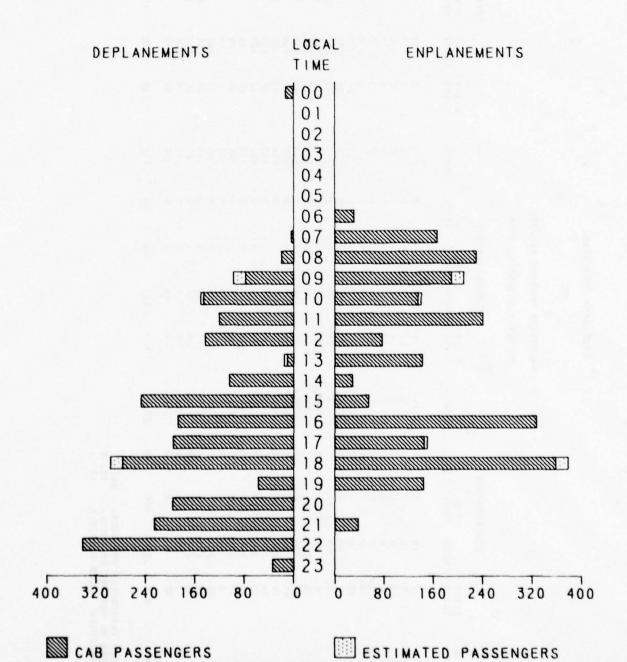
PASSENGER TRAPPIC BY HOUR

FRIDAY - AUGUST 6, 1976

	TOTAL	13	0	0	0	0	0	31	169	549	306	290	360	220	157	133	302	514	345	675	201	196	264	342	34		4 80 1
	EST.	0	0	0	0	0	0	0	0	0	0.7	10	0	0	2	0	0	0	2	0 3	0	0	0	0	0		100
TOTAL	RON REV.	0	0	0	0	0	0	2	9	9	9	2	s	2	7	3	3	00	9	00	3	2	9	t	0		87
	COACH	0	0	0	0	0	0	0	95	133	147	141	279	95	31	38	502	356	200	206	101	183	04	169	32		2118
	PIRST	13	0	0	0	0	0	29	101	110	113	134	16	120	114	91	93	150	134	421	16	=	218	169	7		2196
	TOTAL	0	0	0	0	0	0	31	166	229	209	140	240	11	142	53	55	327	150	378	144	0	38	0	0		2355
TS.	ESI.	0	0	0	0	0	0	0	0	0	20	S	0	0	0	0	0	0	2	20	0	0	0	0	0		20
ENPLANEMENTS	RON REV.	0	0	0	0	0	0	2	9	9	t	3	3	-	9	-	-	2	2	7	3	0	7	0	0		51
SWP	COACH	0	0	0	0	0	0	0	53	133	147	51	192	91	31	0	52	213	117	146	52	0	0	0	0		1227
	FIRST	0	0	0	0	0	0	53	107	06	38	18	45	30	105	28	2	109	26	208	68	0	34	0	0		1027
	TOTAL	13	0	0	0	0	0	0	3	20	97	150	120	143	15	104	247	187	195	297	57	196	226	342	34		5446
s	251.	0	0	0	0	0	0	0	0	0	20	2	0	0	2	0	0	0	0	20	0	0	0	0	0		20
DEPLAN EN ENT	RCN REV.	0	0	0	0	0	0	0	0	0	7	7	7	3	-	3	3	3	9	3	0	7	7	đ	0	1	36
DEP	COACH	0	0	0	0	0	0	0	3	0	0	96	67	61	0	38	153	143	83	9	55	133	0 10	169	32		1191
	PIBST	13	0	0	0	0	0	0	0	20	75	47	31	06	6	63	91	41	108	213	2	11	184	169	2		1169
	LOCAL	0	-	2	3		5	9	1	60	6	10	11	12	13	14	15	16	17	13	19	20	21	22	23	TOTAL	DAY

PEAK PASSENGERS PER HOUR: 679 PEAK AS PERCENT OF TOTAL: 14 PASSENGER PEAK HOUR(S): 18

### NØRFØLK, VA. ØRF PASSENGER TRAFFIC BY HØUR FRIDAY - AUGUST 6, 1976



CKLAHOMMA CITY, CKLA.

OKC

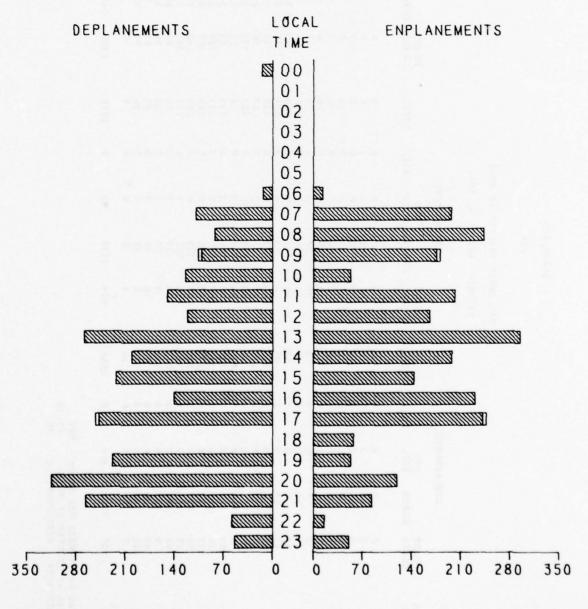
PASSENGER TRAPPIC BY HOUR

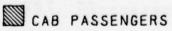
PRIDAY - AUGUST 6, 1976

	TOTAL	15	0	0	0	0	0	26	305	324	286	177	351	286	562	397	366	370	867	57	281	434	349	73	104	5261
	. S.	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10	0	0	0	0	0	0	20
TOTAL	NON REV.	0	0	0	0	0	0	-	6	19	10	*	10	2	25	30	15	00	6	2	œ	14	16	,	9	173
	COACH	==	0	0	0	0	0	0	278	272	240	152	299	188	495	333	309	315	384	20	240	351	267	9	78	4338
	FIRST	-	0	0	0	0	0	25	18	33	26	21	42	93	42	20	42	94	95	5	33	69	99	6	7	730
	TOTAL	0	0	0	0	0	0	13	196	242	180	53	201	165	794	197	143	230	246	57	53	119	83	15	90	25 37
S	251.	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	10
ENPLANEMENTS	NCN REV.	c	0	0	0	0	0	-	S	9	1	-	1	1	1	3	5	9	3	2	-	2	7	0	3	119
SNP	COACH	c	0	0	0	0	0	0	180	215	153	911	184	109	259	168	126	191	174	20	61	97	50	6	14.3	2103
	FIRST	0	0	0	0	0	0	12	11	21	18	9	13	52	28	26	12	33	19	2	•	11	59	9	3	360
	FOTAL	15	0	0	0	0	0	13	109	82	106	124	150	121	268	200	223	140	252	0	228	315	566	58	54	2724
5	EST.	0	0	0	0	0	0	0	0	C	S	0	0	0	0	0	0	0	2	0	0	0	0	0	0	10
DEPLANEMENTS	NON REV.	0	0	0	0	0	0	0	3	13	9	3	9	•	18	2	10	2	9	0	7	6	12	4	3	109
DEPL	COACH	76	0	0	0	0	0	0	86	57	87	106	115	19	236	171	183	125	210	0	151	254	211	51	-	2235
	PIRST		0	0	0	0	0	13	1	12	80	15	59	41	14	24	30	13	31	0	30	52	37	3	10	370
	LOCAL	0		7	•	7	2	9	1	00	6	10	11	12	13	14	15	16	17	18	19	20	21	22	23	DAT

PEAK PASSENGERS PER HOUR: 562 PEAK AS PERCENT OF TOTAL: 10.7% PASSENGER PEAK HOUR(S): 13

#### OKLAHOMA CITY, OKLA. OKC PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976







OMAHA, NEB.

VHO

PASSENGER TRAPPIC BY HOUR

	TOTAL	0	0	19	19	0	19	70	130	272	186	301	297	167	152	441	374	561	661	349	321	181	122	186	0 1		9909
	EST. TO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
TOTAL	NON REV.	0	0	7	0	0	15	3	00	10	2	6	13	20	6	:	15	24	23	13	10	s	2	9	0		506
	ROVCO	0	0	15	19	0	69	20	77	187	110	195	256	335	115	341	231	352	334	191	222	162	20	129	30		3461
	PIRST	0	0	2	0	0	3	17	511	75	11	16	28	1112	28	68	128	185	142	145	68	11	67	51	10		1399
	TOTAL	0	0	0	19	0	56	89	16	260	101	136	82	427	32	111	233	289	549	247	54	35	33	16	-		2510
υ <sub>1</sub>	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
ENPLANERENTS	REV.	0	0	0	0	0	-	3	2	6	4	t	2	18	-	3	2	16	9	6	3	-	-	-	0		92
IdNZ	COACH	0	0	0	19	0	24	20	95	187	93	87	63	331	1	100	128	215	157	122	27	58	14	10	0		1719
	FIRST	0	0	0	0	0		15	30	19	4	517	17	78	24	80	100	58	98	116	54	2	18	5	-		669
	TOTAL	0	0	19	0	0	53	2	39	12	85	165	215	0#	120	330	141	272	250	102	267	146	89	170	39		5556
s	251.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
DEPLANEMENTS	NCN REV.	0	0	7	0	0	14	0	3	-	-	2		7	80	00	10	80	11	7	7	#	#	5	0		114
DEPL	СОЛСН	0	0	15	0	0	36	0	21	0	11	108	193	•	108	241	103	137	111	69	195	133	36	119	30		1742
	FIRST	0	0	7	0	0	3	2	15	11	67	52	=	34	3	81	28	127	95	59	65	6	61	94	6		100
	LOCAL	0	-	2	3	•	5	9	7	80	6	10	=	12	13	1.	15	16	11	18	19	20	21	22	23	TOTAL	DAT

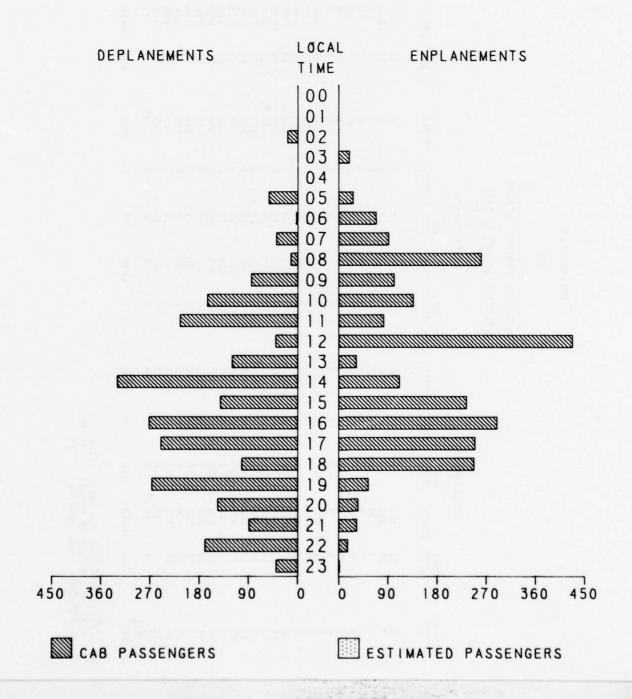
PERAK PASSENGERS PER HOUR: 561
PERAK AS PERCENT OF TOTAL: 11.1%
PASSENGER PEAK HOUR(S): 16

ØMAHA, NEB.

ØMA

PASSENGER TRAFFIC BY HØUR

FRIDAY - AUGUST 6, 1976



ORLA NDO, FLA.

028

PASSENGER TRAPPIC BY HOUR PRIDAY - AUGUST 6, 1976

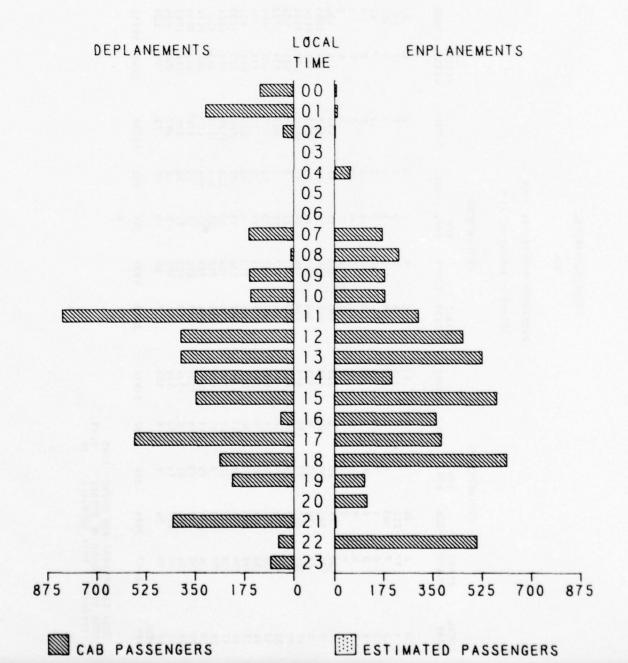
	TOTAL	125	321	38	0	55	0	0	328	236	335	330	1120	855	924	553	922	407	946	874	324	115	434	559	78	9885
	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	REV.		7	0	0	0	0	0	37	19	23	20	6 17	26	63	27	09	16	8 7	33	16	7	:	13	3	513
	COACH	107	287	35	0	8 7	0	0	272	207	296	297	1033	767	829	510	823	370	859	808	295	104	398	512	11	8926
	FIRST	2	27	3	0	7	0	0	19	10	16	13	38	32	32	16	39	21	39	35	13	#	25	34	6	9111
	TOTAL	9	œ	-	0	55	0	0	169	227	178	178	297	454	523	203	575	361	379	611	106	115	3	505	0	1561
v	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ò	0	0	0	0	0	0	0
ENPLANEMENTS	NCN REV.	-	7	0	0	0	0	0	15	18	1	10	16	59	41	-	39	15	20	28	9	7	0	12	0	277
ENPL	COACH	4	2	-	0	8 7	0	0	147	199	163	160	265	407	463	186	511	328	345	561	86	104	3	461	0	4459
	FIRST	-	-	0	0	7	0	0	1	10	80	89	16	18	19	9	25	18	14	22	7	t	0	32	0	218
	FOT AL	119	313	37	0	0	0	0	159	6	157	152	823	401	401	350	347	917	267	263	218	0	431	54	18	4931
s	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DEPLANEMENTS	REV.		S	0	0	0	0	0	22	-	16	10	33	27	22	16	21	-	28	2	10	0	11	-	3	236
DEPL	COACH	103	282	34	0	0	0	0	125	8	133	137	168	360	366	324	312	42	514	245	197	0	395	51	11	1944
	FIRST	13	26	3	0	0	0	0	12	0	80	2	22	14	13	10	14	3	25	13	=	0	25	2	6	228
	LOCAL	0	-	7		3	2	9	1	80	6	10	11	12	13	14	15	16	17	18	19	20	21	22	23 TOTAL	DAT

PEAK PASSENGERS PER HOUR: 1120 PEAK AS PERCENT OF TOTAL: 11.3% PASSENGER PEAK HOUR(S): 11 ORLANDO, FLA.

MCO

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976



PHICADECPHIA, PA.

PHL

PASSENGER TRAFFIC BY HOUR PRIDAY - AUGUST 6, 1976

	TOTAL	57	236	121	55	0	0	80	713	1653	1398	1672	1298	928	1302	1173	871	2145	1918	1900	1807	1681	1622	821	175	23554
	EST.	00	0	0	0	0	0	80	4.1	115	31	230	30	24	98	16	178	279	125	275	215	98	23	16	00	1794
TOTAL	RON REV.	٣	1	6	-	0	0	0	30	52	9 11	51	30	18	42	35	14	38	35	37	56	07	8 7	19	2	583
	COACH	0.5	212	105	47	0	0	0	90 t	1099	1104	1094	823	752	749	707	475	1377	1261	1295	1214	1014	1382	989	120	15912
	FIRST	9	11	1	7	0	0	0	236	387	217	297	415	134	425	415	204	451	161	293	352	541	169	150	45	5265
	TOTAL	œ	0	3	53	0	0	80	493	1068	1073	1008	168	583	707	631	210	865	1119	1100	009	955	516	297	72	11738
s	EST.	3	0	0	0	0	0	80	36	37	23	115	0	80	62	80	42	38	102	244	104	5.2	15	t	0	305
ENPLANEMENTS	NON REV.	0	0	-	0	0	0	c	10	37	34	24	22	14	23	13	3	13	17	59	11	6	11	œ	0	285
ZHPI	COACH	3	0	7	94	0	0	0	331	754	898	736	493	527	435	353	110	572	724	712	329	252	421	199	69	7933
	PIRST	c	0	0	1	0	0	0	116	240	148	133	253	34	187	257	55	242	276	115	156	243	63	98	1	2618
	TOTAL	67	236	118	7	0	0	0	220	585	325	199	530	345	595	542	661	1280	199	800	1207	1125	1106	524	103	11816
s	EST.	3	0	0	0	0	0	0	2	78	00	115	30	16	24	00	136	241	23	31	111	34	80	12	00	892
DEPLANERENT	NON RZW.	-		00		0	0	0	20	15	12	27	60	3	19	22	11	25	18	œ	15	31	31	11	2	298
DEPL	COACH	95	212	103	-	0	0	0	75	345	236	358	330	225	314	354	365	805	537	583	885	762	961	437	55	6161
	PIRST	4	17	1	0	0	0	0	120	147	69	164	162	100	238	158	149	509	221	178	196	298	106	19	38	2647
	LOCAL	•		. 7		,	5	9	1	60	6	10	=	12	13	14	15	16	17	18	19	20	21	22	23	DAT

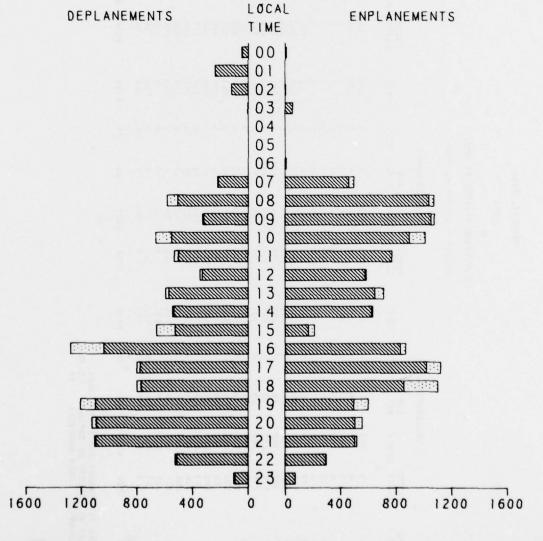
PEAK PASSENGERS PER HOUR: 2145 PEAK AS PERCENT OF TOTAL: 9.1% PASSENGER PEAK HOUR(S): 16

CAB PASSENGERS

ESTIMATED PASSENGERS

141

#### PHILADELPHIA, PA. PHL PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



PHOENIX, ARIZ.

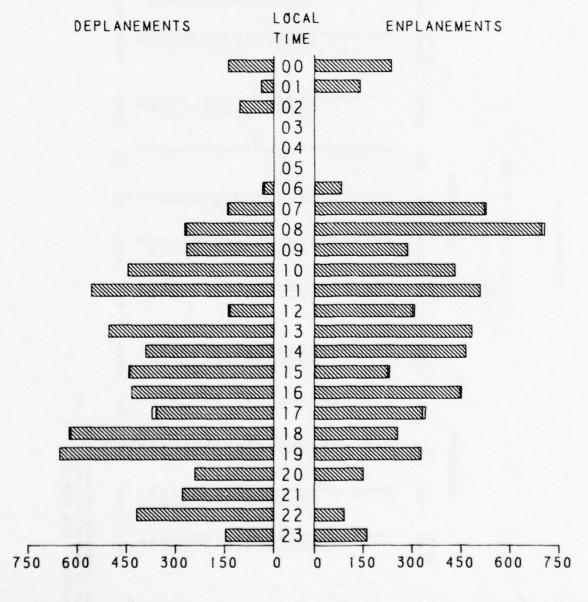
Y Hd

PASSENGER TRAPPIC BY HOUR

Mary   Mary		026	DEPLANEBRATS	TS			ENPL	EMPLANEMENTS	s,				FOTAL		
133         1         0         139         21         209         4         0         234         26         342         5         0         <	FIRST	COACH	REV.	EST.	FOT AL	FIRST	COACH	NON REV.	251.	TOTAL	PIRST	COACH	REV.	EST.	TOTAL
27         6         0         37         11         124         4         0         139         15         151         10         0           96         0         <		133	-	0	139	21	209	3	0	234	56	342	5	0	373
96         0         104         0	-	27	9	0	37	11	124	t	0	139	15	151	10	0	176
0         0	-	96	0	0	104	0	0	0	0	0	00	96	0	0	104
0         0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0         0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0         0         5         33         76         0         6         0         82         104         0         6         5         524         200         347         71         8           134         16         3         161         303         55         5         524         200         347         71         8           235         32         10         265         44         224         17         0         285         151         364         35         0           235         32         0         265         44         224         17         0         285         151         364         35         0           235         32         0         445         17         0         285         18         36         18         36         65         66         66         86         66         67         43         36         67         67         48         35         67         67         67         68         67         67         67         68         67         67         67         67         67         67         67         67         67         67         67	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44         16         30         55         524         240         347         71         8           134         27         5         272         161         303         55         5         524         240         347         71         8           134         27         102         550         43         8         703         208         584         70         13           235         32         44         224         17         0         285         15         13         6         13         16         16         30         0         285         15         18         70         18         18         70         18         18         18         18         18         18         18         18         18         18         18         18         18         18         10	-	0	0	5	33	16	0	9	0	82	104	0	9	5	115
134         27         5         272         102         550         43         8         703         208         584         70         13           140         18         0         265         144         224         17         0         285         151         364         35         0         13         13         14         10         291         29         0         285         151         36         15         366         15         350         658         526         0         0         10         10         10         10         10         10         10         10         10         10         20         506         80         52         0         658         55         0         658         55         0         0         506         80         52         0         10         206         80         52         0         0         506         80         52         0         0         506         80         52         0         0         206         80         52         0         0         0         0         0         0         0         0         0         0         0         0 <td>_</td> <td>77</td> <td>16</td> <td>3</td> <td>142</td> <td>161</td> <td>303</td> <td>55</td> <td>5</td> <td>524</td> <td>240</td> <td>347</td> <td>7.1</td> <td>80</td> <td>999</td>	_	77	16	3	142	161	303	55	5	524	240	347	7.1	80	999
140         18         0         265         44         224         17         0         285         151         364         35         0         430         288         526         61         0           235         32         0         445         110         291         29         0         430         288         526         61         0           115         11         5         138         75         209         37         66         326         658         55         0           206         14         0         504         88         362         31         0         481         235         698         55         0           206         14         0         261         22         0         463         350         467         36         0           231         19         0         481         36         281         36         47         36         0           231         19         0         481         12         14         14         14         14         14         14         14         14         14         14         14         14         14		134	27	5	272	102	550	43	80	703	208	5 84	70	13	975
235         32         0         445         110         291         29         0         430         288         526         61         0           383         25         0         557         201         275         30         0         656         526         658         55         0           336         21         0         504         88         362         31         0         481         236         658         55         0           206         14         0         390         180         261         22         0         463         356         698         52         0           206         14         0         390         180         261         22         0         463         350         467         36         9         167         350         467         36         9         0         463         350         698         52         0         463         350         467         36         9         0         463         36         467         36         9         146         147         148         479         38         146         479         38         18         <	-	140	18	0	265	77	224	17	0	285	151	364	35	0	550
383         25         0         557         201         275         30         0         506         350         658         55         0           115         11         5         138         75         209         17         5         306         82         324         28         10           206         14         0         504         88         362         31         0         461         235         698         52         0           206         14         0         390         180         261         12         35         698         479         36         0           231         19         0         443         165         266         15         3         449         349         34         3           231         19         0         443         165         266         15         3         449         349         474         26         21           455         39         5         625         118         161         17         0         254         244         375         34         26         21           325         43         0         240	-	235	32	0	544	110	291	53	0	430	288	526	61	0	875
115         11         5         138         75         209         17         5         306         82         324         28         10           336         21         0         504         88         362         31         0         481         235         698         52         0           206         14         0         261         22         0         463         350         467         36         0           234         14         3         443         64         147         14         5         230         1467         36         0           275         12         13         443         164         147         14         5         230         1467         36         0           275         12         13         371         118         121         15         0         254         244         375         54 <td>-</td> <td>383</td> <td>25</td> <td>0</td> <td>557</td> <td>201</td> <td>275</td> <td>30</td> <td>0</td> <td>905</td> <td>350</td> <td>658</td> <td>55</td> <td>0</td> <td>1063</td>	-	383	25	0	557	201	275	30	0	905	350	658	55	0	1063
336         21         0         504         88         362         31         0         481         235         698         52         0           206         14         0         390         180         261         22         0         463         350         167         36         0           231         19         0         433         164         147         14         5         230         148         479         38         0           275         12         13         371         118         199         14         8         339         149         474         26         21           455         37         118         121         15         0         254         244         375         54         54         5           325         43         0         254         244         375         54         5         5         5         2         2         1         5         6         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	-	115	11	2	138	75	503	17	2	306	82	324	28	10	777
206         14         0         390         180         261         22         0         463         350         467         36         0           332         24         3         443         64         147         14         5         230         148         479         38         8           275         12         13         371         118         199         14         8         339         189         474         26         21           455         39         5         625         118         121         15         0         254         244         575         54         60	-	336	21	0	504	88	362	31	0	481	235	698	52	0	985
332         24         3         4443         64         147         14         5         230         148         479         38         8           231         19         0         433         165         266         15         3         449         348         197         34         3           275         12         13         371         118         199         14         8         339         189         474         26         21           455         39         5         625         118         161         17         0         254         24         51         54         51         54         51         54         51         54         51         54         51         54         51         54	-	206	14	0	390	180	261	22	0	463	350	191	36	0	853
231         19         0         433         165         266         15         3         449         348         497         34         3           275         12         13         371         118         199         14         8         339         189         474         26         21           455         39         5         625         119         121         15         0         254         244         575         54         5           103         18         0         246         149         161         17         0         327         435         486         60         0         0         0         224         486         60         0         0         224         486         60         10         0         1         0         1         0         1         0         1         0         1 <td>-</td> <td>332</td> <td>24</td> <td>3</td> <td>443</td> <td>19</td> <td>147</td> <td>14</td> <td>5</td> <td>230</td> <td>148</td> <td>61 1</td> <td>38</td> <td>œ</td> <td>673</td>	-	332	24	3	443	19	147	14	5	230	148	61 1	38	œ	673
275     12     13     371     118     199     14     8     339     189     474     26     21       455     39     5     625     118     121     15     0     254     244     575     54     5       325     43     0     246     149     161     17     0     327     435     486     60     0       246     4     0     279     0     0     0     0     246     4     0       378     14     0     419     6     80     5     0     91     33     458     19       128     11     0     146     9     150     3     0     162     16     278     14     0       4322     355     39     6636     1754     4021     345     34     6154     3674     8343     700     73     1	-	231	19	0	433	165	566	15		611	348	161	34	3	882
455     39     5     625     118     121     15     0     254     244     575     54     5       325     43     0     654     149     161     17     0     327     435     486     60     0       246     4     0     149     175     192     22     0       378     14     0     419     6     80     5     0     91     33     158     19       128     11     0     146     9     150     3     0     162     16     278     14     0       4322     355     39     6636     1754     4021     345     34     6154     3674     8343     700     73     1	-	275	12	13	371	118	199	14	00	339	189	74 7	56	21	710
325     43     0     654     149     161     17     0     327     435     486     60     0       103     18     0     240     56     89     4     0     149     175     192     22     0       246     4     0     149     0     0     0     0     29     246     4     0       378     14     0     419     6     80     5     0     91     33     458     19     0       432     35     39     6636     1754     4021     345     34     6154     3674     8343     700     73     1		455	39	2	625	118	121	15	0	254	244	575	24	2	879
103 18 0 240 56 89 4 0 149 175 192 22 0 246 4 0 279 0 0 0 0 29 246 4 0 378 14 0 419 6 80 5 0 91 33 458 19 0 128 11 0 146 9 150 3 0 162 16 278 14 0 4322 355 39 6636 1754 4021 345 34 6154 3674 8343 700 73 1	10	325	43	0	654	149	161	11	0	327	435	98 7	9	0	981
246     4     0     279     0     0     0     0     29     246     4     0       378     14     0     419     6     80     5     0     91     33     458     19     0       128     11     0     146     9     150     3     0     162     16     278     14     0       4322     355     39     6636     1754     4021     345     34     6154     3674     8343     700     73     1	0	103	18	0	240	99	89	t	0	149	175	192	22	0	389
378 14 0 419 6 80 5 0 91 33 458 19 0 128 11 0 146 9 150 3 0 162 16 278 14 0 4322 355 39 6636 1754 4021 345 34 6154 3674 8343 700 73 1	-	246	3	0	279	0	0	0	0	0	29	246	3	0	279
128 11 0 146 9 150 3 0 162 16 278 14 0 4322 355 39 6636 1754 4021 345 34 6154 3674 8343 700 73 1	-	378	14	0	4 19	9	80	5	0	91	33	458	19	0	510
4322 355 39 6636 1754 4021 345 34 6154 3674 8343 700 73 1	-	128	11	0	146	6	150	3	0	162	16	278	14	0	308
4322 355 39 6636 1/54 4021 345 34 6154 36/4 8343 /00 /3 1			;											;	
	_	4322	355	39	96 36	1754	4 021	345	34	6154	36/4	8343	100	13	12790

PEAK AS PERCENT OF TOTAL: 8.3% PASSENGER PEAK HOUR(S): 11

# PHØENIX, ARIZ. PHX PASSENGER TRAFFIC BY HØUR FRIDAY - AUGUST 6, 1976



PILLS BURGH, PA.

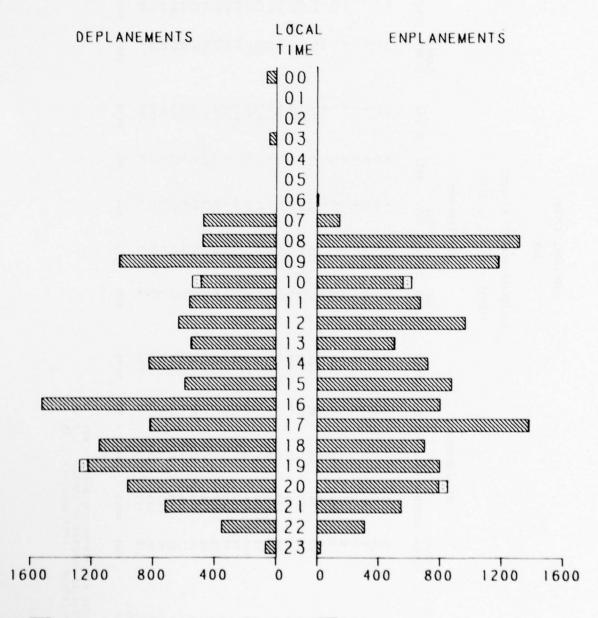
PIT

PASSENGER TRAPPIC BY HOUR

	TOLAL	63	0	0	£ #	0	0	6	619	1793	2203	1158	1235	1598	1057	1547	1466	2323	2200	1850	2075	1813	1267	662	06	25071
	EST.	0	0	0	0	0	0	0	0	0	80	114	0	0	80	0	0	0	80	0	57	57	0	0	0	252
TOTAL	REV.	Э	0	0	0	0	0	-	30	103	124	20	73	108	45	83	65	83	72	99	09	62	4	23	#	1056
	COACH	99	0	0	39	0	0	0	169	1024	1129	476	588	800	\$ 0 \$	657	905	1161	1126	1264	1009	641	550	4 28	0	12328
	FIRST	4	0	0	3	0	0	89	420	999	942	5 18	474	714	888	807	801	1079	166	530	6116	1053	576	211	98	11435
	TOLVE	0	0	0	0	0	0	6	146	1317	1184	616	673	965	207	721	875	801	1381	701	199	851	549	310	23	12428
ý	BST.	0	0	0	0	0	0	0	0	0	7	5.7	0	0	#	0	0	0	ŧ	0	0	51	0	0	0	126
ENPLANEMENTS	NON REV.	0	0	0	0	0	0	-	14	7.1	72	34	39	61	20	32	34	31	77	24	21	25	22	2	2	240
END	COACH	0	0	0	0	0	0	0	87	809	692	251	373	572	193	288	391	386	654	559	385	237	110	200	0	6 148
	PIRST	0	0	0	0	0	0	8	84	437	416	274	261	344	290	401	450	384	619	118	393	532	417	105	21	5614
	TOTAL	63	0	0	43	0	0	0	473	476	1019	542	295	633	550	826	591	1522	8 19	1149	1276	962	718	352	67	12543
S	EST.	0	0	0	0	0	0	0	0	0	7	57	0	0	4	0	0	0	4	0	57	0	0	0	0	126
DEPLANEBENT	NON REV.	3	0	0	0	0	0	0	16	32	52	16	34	35	25	51	25	52	28	32	39	37	19	18	7	516
DEPL	COACH	99	0	0	39	0	0	0	121	215	437	225	315	228	212	369	215	175	472	705	624	101	240	228	0	6180
	PIRST	#	0	0	#	0	0	0	336	229	526	244	213	370	309	904	351	695	315	412	929	521	159	106	9	5821
	LOCAL	0	-	2	3	*	2	9	1	80	6	10	=======================================	12	13	14	15	16	11	18	19	20	21	22	23	DAT

PEAR PASSENGERS PER HOUR: 2323 PEAR AS PERCENT OF TOTAL: 9.3% PPSJENGER PEAR HOUR(S): 16

# PITTSBURGH, PA. PIT PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



CAB PASSENGERS

ESTIMATED PASSENGERS

PORTLAND, OREGON

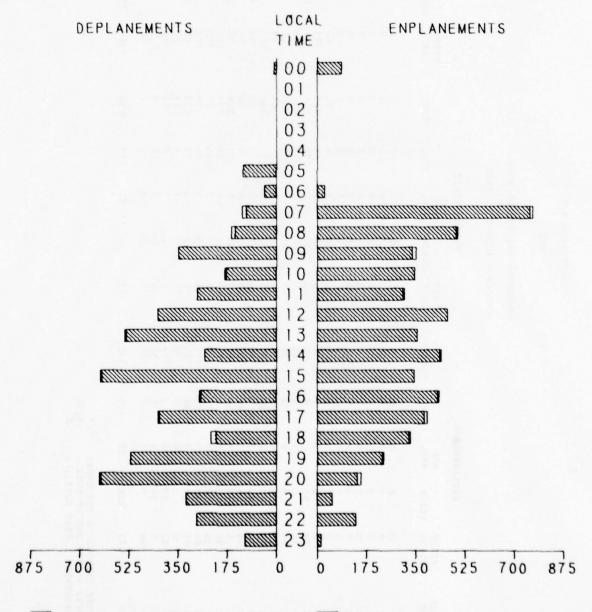
PDK

PASSENGER TRAPPIC BY HOUR

	TOTAL	95	0	0	0	0	118	63	886	658	869	528	290	884	168	169	971	705	812	563	756	186	374	420	124		11623
	EST.	0	0	0	0	0	0	0	25	18	13	2	2	0	5	5	2	10	15	23	2	18	0	0	0		15.2
TOTAL	NON REV.	3	0	0	0	0	12	-	11	30	53	28	20	45	37	25	25	33	32	35	33	0 1	1,4	25	2		541
	COACH	11	0	0	0	0	100	91	770	528	567	4 36	5 14	734	577	586	857	570	616	451	532	663	342	351	110		9527
	FIRST	2	0	0	0	0	9	20	47	82	65	65	51	105	175	78	768	92	149	54	98	9	18	70	6		1303
	TOTAL	98	0	0	0	0	0	56	765	867	350	346	309	462	355	439	345	432	390	331	236	156	54	137	13		5730
ý	EST.	0	0	0	0	0	0	0	10	2	13	0	2	0	0	2	0	5	10	5	2	13	0	0	0		92
EMPLANEBENTS	NON REV.	3	0	0	0	0	0		27	19	17	10	6	21	19	12	9	77	13	18	6	13	3	01	2		237
I d M a	COACH	11	0	0	0	0	0	7	691	419	271	297	258	394	301	363	288	383	280	268	207	100	611	1117	7		4777
	PIRST	S	0	0	0	0	0	18	37	55	611	39	37	47	35	59	51	20	87	01	15	30	2	10	7		0 7 9
	TOTAL	6	0	0	0	0	118	41	121	160	348	182	281	422	539	255	626	273	422	232	520	630	320	283	111		5893
s	EST.	0	0	0	0	0	0	0	15	13	0	2	0	0	5	0	in	2	2	18	0	2	0	0	0		9/
DEPLANEMENT	NON REV.	0	0	0	0	0	12	0	17	11	36	18	-1	24	18	13	19	6	19	11	77	27	-	15	3		304
DEPL	COACH	0	0	0	0	0	100	39	19	109	596	139	256	340	376	223	695	187	336	183	425	563	293	234	103		4850
	FIRST	6	0	0	0	0	9	2	10	27	16	20	14	58	140	19	33	72	62	14	71	35	16	34	2		663
	LOCAL	0	-	2	3	*	2	9	1	<b>6</b> 0	6	10	11	12	13	14	15	16	17	18	19	20	21	22	23	TOTAL	DAY

PEAK PASSENGERS PER HOUR: 971
PEAK AS PERCENT OF TOTAL: 8.4%
PASSENGER PEAK HOUR(S): 15

# PORTLAND, OREGON PDX PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



CAB PASSENGERS

ESTIMATED PASSENGERS

PROVIDENCE, R. I.

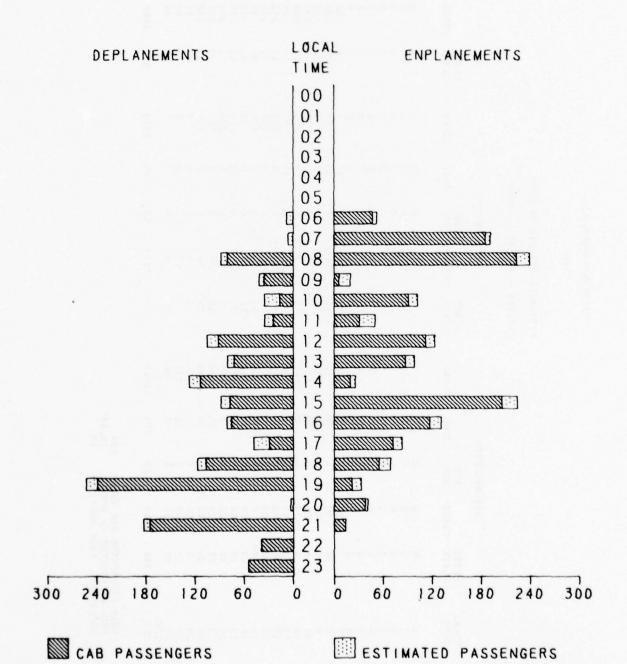
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PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976

	. TOTAL									1 327																	7 2888
	EST.							-	-	54	2	3	~	2	•••	2	3	5	3	5	7			_			337
TOTAL	RON REV.	0	0	0	0	0	0	-	9	10	7	•	0	9	9	٦	9	S	0	#	90	-	•	-	-		11
	COACH	0	0	0	0	0	0	0	89	152	0	4.1	0	0	100	55	224	##	٥	39	171	0	89	36	0		1122
	FIRST	0	0	0	0	0	0	91	111	39	39	63	55	197	53	74	52	143	101	118	82	37	92	2	54		1358
	TOTAL	0	0	0	0	0	0	52	161	239	20	102	20	123	86	26	224	131	83	69	33	4	4-	0	0		1496
15	EST.	0	0	0	0	0	0	5	9	16	14	=	19	=	=	9	19	14	=	14	=	3	0	0	0		171
ENPLANEMENTS	NCW REV.	0	0	0	0	0	0	-	9	7	-	3	0	3	3	0	5	#	0	-	3	-	7	0	0		42
28.2	COACH	0	0	0	0	0	0	0	89	204	0	41	0	0	57	0	153	111	0	0	17	0	12	0	0		296
	PIBST	0	0	0	0	0	0	9#	111	12	2	47	31	108	56	20	47	69	72	54	2	37	0	0	0		189
	FOT AL	0	0	0	0	0	0	80	9	88	41	35	35	105	80	127	88	81	84	117	253	3	183	39	55		1392
15	EST	0	0	0	0	0	0	80	9	80	9	19	=	14	80	14	11	9	19	=	1	8	60	0	0		166
DEPLANEMEN	NON REV.	0	0	0	0	0	0	0	0	3	-	0	0	2	7	3	-	-	0	3	2	0	9	-	1		29
DE	COACH	0	0	0	0	0	0	0	0	20	0	0	0	0	43	26	71	0	0	39	154	0	11	36	0		526
	PIRST	0	0	0	0	0	0	0	0	27	34	16	24	68	12	54	5	74	58	19	80	0	92	2	94		119
	LOCAL	0	-	7	3	3	5	9	1	œ	6	10	=	12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAT

PEAK PASSEMBERS PER HODR: 327
PEAK AS PERCENT OF TOTAL: 11.
PASSENGER PEAK HOUR(S): 8

# PROVIDENCE, R. I. PVD PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



RAL ZIGH-DURHAM, N.C.

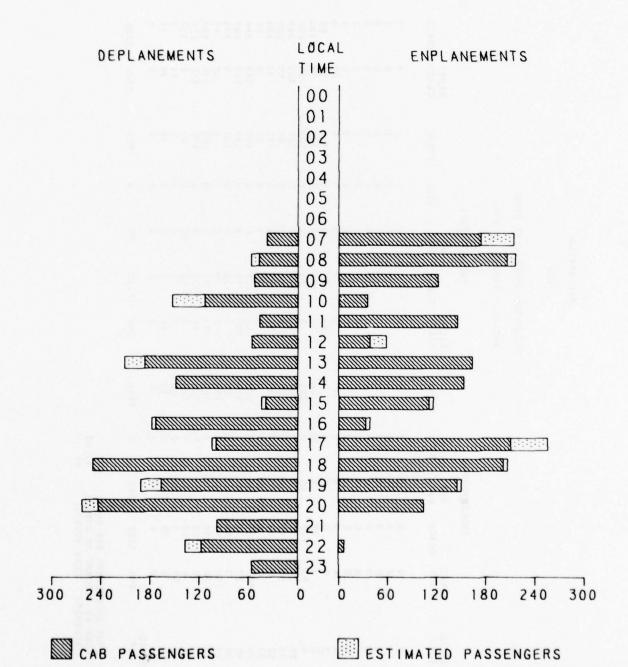
RDO

PASSENGER TRAPPIC BY HOUR

	TOTAL	c	0	0	0	0	0	0	251	272	174	188	191	114	374	301	159	216	359	456	341	367	86	144	99	4061
	EST.	c	0	0	0	0	0	0	0 17	20	0	0 #	0	20	25	0	10	10	20	5	30	20	0	20	0	290
TOTAL	REV.	c	0	0	0	0	0	0	1	=	6	3	6	2	15	11	7	3	6	11	7	6	-	7	-	Ξ
	COACH	c	0	0	0	0	0	0	178	220	133	137	169	98	313	238	59	160	239	388	229	288	16	89	#3	3060
	PIRST	c	0	0	0	0	0	0	56	21	32	80	13	9	21	52	98	43	61	52	78	20	9	33	12	009
	TOTAL	c	0	0	0	0	0	0	213	215	121	35	145	58	163	153	115	38	255	206	150	101	0	1	0	1978
S	EST.	c	0	0	0	0	0	0	0 7	10	0	0	0	20	0	0	2	5	5 11	2	5	0	0	0	0	135
ENPLANEMENTS	NON REV.	c	0	0	0	0	0	0	5	1	9	0	2	0	4	3	3	0	3	9	3	3	0	0	0	20
END	COACH	•	0	0	0	0	0	0	149	187	88	33	131	35	148	137	65	0	175	160	105	98	0	0	0	1493
	FIRST	c	0	0	0	0	0	0	19	11	27	2	6	3	11	12	48	33	31	35	37	15	0	1	0	300
	TOTAL	c	0	0	0	0	0	0	38	57	53	153	911	99	211	148	77	178	104	250	191	263	86	137	95	2083
s	S. S. S.	•	00	0	0	0	0	0	0	10	0	04	0	0	25	0	2	2	2	0	25	20	0	20	0	155
DEPLANENENT	R EV.	•		0	0	0	0	0	2	3	3		3	7	11	1	•	3	2	s	-	9	•	7	-	61
DEPL	COACH	•	00	0	0	0	0	0	58	33	45	104	38	51	165	101	0	160	19	228	124	202	91	68	43	1567
	FIRST	•	00	0	0	0	0	0	1	10	2	9	3	3	10	04	38	10	30	11	41	35	9	92	12	300
	LOCAL			2			2	9	1	80	6	10	=	12	13		15	16	11	18	19	20	21	22	23 TOTAL	DAT

PERK PASSEMBERS PER HOUR: 456
PEAK AS PERCENT OF TOTAL: 11.2
PASSEMBER PEAK HOUR(S): 19

# RALEIGH-DURHAM, N.C. RDU PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



BENO, HEVADA

CNE

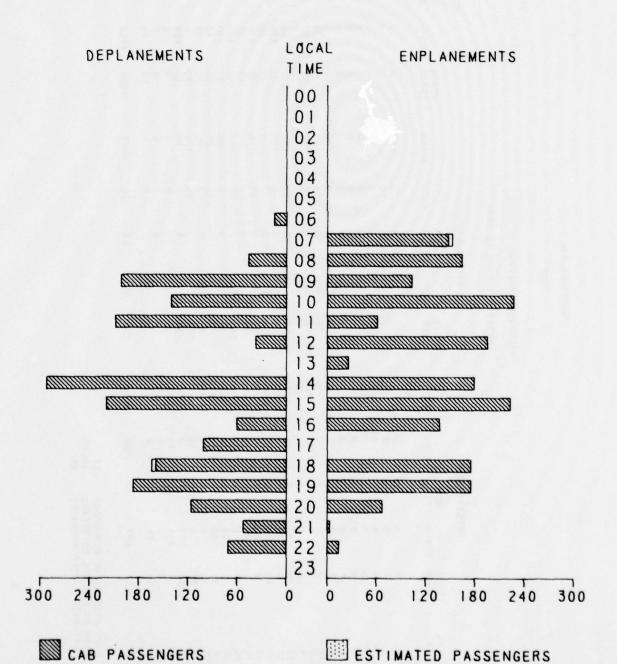
PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

FIRST NOW FIRST HOW FIRST CLASS COACH REV. EST. TOTAL CLASS
COACH KEV. ESI. TUIAL CLASS COACH REV. ESI. I
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PERM PASSEMEERS PER HOUR: 471
PERM AS PERCENT OF TOTAL: 12.4%
PASSEMEER PEAN HOUR(S): 14

# RENO, NEVADA RNO PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



RICHHOND, VA.

RIC

PASSENGER TRAPFIC BY HOUR PRIDAY - AUGUST 6, 1976

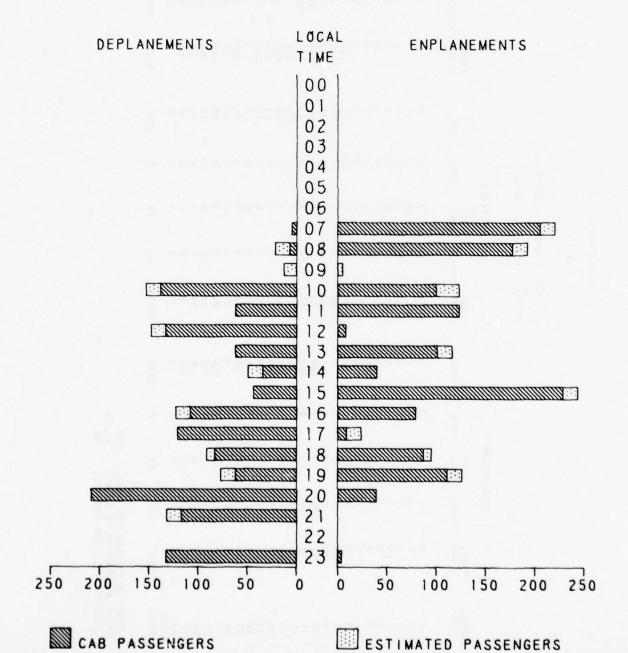
	TOTAL	0	0	0	0	0	0	0	225	214	18	276	185	156	178	89	287	202	145	186	203	248	132	0	137	2881
	EST.	0	0	0	0	0	0	0	15	30	18	38	0	15	15	15	15	15	15	16	30	0	15	0	0	252
TOTAL	HON BEV.	0	0	0	0	0	0	0	S	5	0	7	9	7	3	7	3	t	7	7	3	5	2	0	-	55
	COACH	0	0	0	0	0	0	0	130	93	0	116	166	89	120	31	106	130	09	75	0	103	106	0	86	1368
	PIRST	0	0	0	0	0	0	0	75	98	0	137	13	71	39	111	163	53	99	93	170	140	6	0	20	1206
	TOTAL	0	0	0	0	0	0	0	220	192	5	123	123	80	116	0 1	243	19	24	95	126	39	0	0	t	1437
LS	251.	0	0	0	0	0	0	0	15	15	2	23	0	0	15	0	15	0	15	00	15	0	0	0	0	126
ENPLANEMENTS	NON REV.	0	0	0	0	0	0	0	3	2	0	•	3	0	7	-	7	7	0	-	7	-	0	0	0	25
PNE	COACH	0	0	0	0	0	0	0	130	93	0	39	111	0	89	0	106	65	0	75	c	0	0	0	0	681
	PIRST	0	0	0	0	0	0	0	72	79	0	58	6	80	31	39	120	18	6	11	109	38	0	0	3	909
	FOTAL	0	0	0	0	0	0	0	2	22	13	153	62	148	62	61	111	123	121	91	11	209	132	0	133	1444
TS	es es	0	0	0	0	0	0	0	0	15	13	15	0	15	0	15	0	15	0	00	15	0	15	0	0	126
DEPLANEMEN	REV.	0	0	0	0	0	0	0	2	0	0	*	3	7	2	-	-	7	7	-	-	7	7	0	-	30
DEP	COACH	0	0	0	0	0	0	0	0	0	0	55	55	88	52	31	0	11	09	0	0	103	106	0	98	199
	FIRST	0	0	0	0	0	0	0	3	1	0	19	3	63	80	2	43	35	57	82	61	102	6	0	94	109
	LOCAL	0	-	2	3	*	2	9	1	80	6	10	11	12	13	72	15	16	11	18	19	20	21	22	23	DAT

PEAK PASSENGERS PER HOUR: 287 PEAK AS PERCENT OF TOTAL: 10.0% PASSENGER PEAK HOUR(S): 15 RICHMOND, VA.

RIC

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976



ROANOKE, VA.

RON

PASSENGER TRAPPIC BY SOUR

	TOTAL	0	0	0	0	0	0	0	35	172	178	139	135	244	131	154	290	0	170	6 1	262	201	63	98	9	2315	
	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	RON REV.	0	0	0	0	0	0	0	12	7	9	00	2	9	9	3	2	0	<b>œ</b>	#	2	s	3	-	•	88	
	COACH	0	0	0	0	0	0	0	0	0	0	34	14	0	0	0	0	0	0	0	11	36	0	0	0	101	
	PIBST	0	0	0	0	0	0	0	23	165	172	97	116	238	125	150	285	0	162	45	240	160	09	85	3	2126	
	TOTAL	0	0	0	0	0	0	0	17	91	137	35	33	172	42	51	211	0	75	611	88	8	24	0	9	1142	
s	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ENPLANEMENTS	REV.	0	0	0	0	0	0	0	-	S	S	3	2	<b>t</b>	-	-	3	0	-	đ	•	2	-	0	3	39	
ENPI	COACH	0	0	0	0	0	0	0	0	0	c	0	14	0	0	0	0	0	0	0	0	36	0	0	0	20	
	FIRST	0	0	0	0	0	0	0	16	98	132	32	17	168	4.1	20	208	0	74	619	85	43	53	0	3	1053	
	TOTAL	0	0	0	0	0	0	0	18	81	41	104	102	72	89	103	79	0	95	0	174	120	6	98	0	1173	
s	EST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
DEPLANEMENTS	REV.	0	0	0	0	0	0	0	11	2	-	2	3	7	2	3	2	0	1	0	7	8	7	-	0	6 11	
DEPL	COACH	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	17	0	0	0	0	51	
	PIRST	0	0	0	0	0	0	0	1	19	04	65	66	70	94	100	11	0	88	0	155	111	1	85	0	1073	
	LOCAL	0	-	2	3	*	5	9	1	80	6	10		12	13	14	15	16	17	18	19	20	21	22	23	DAY	

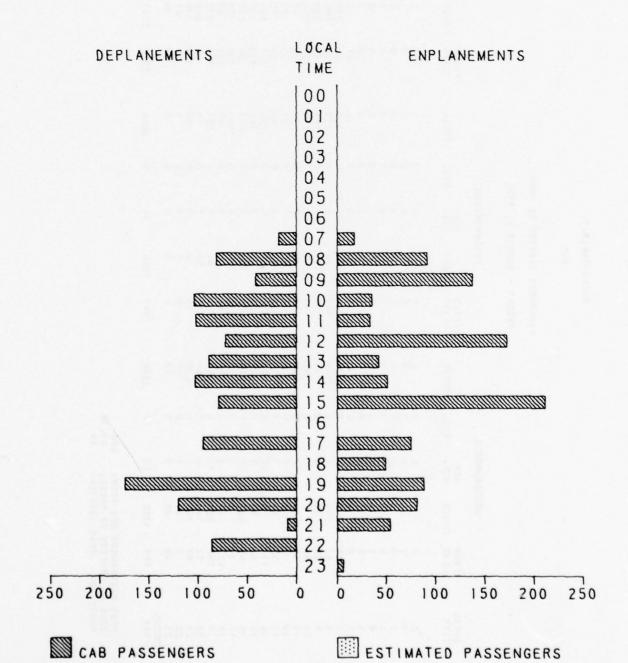
PEAK PASSEMGERS PER HOUR: 290 PEAK AS PERCENT OF TOTAL: 12.5% PASSEMGER PEAK HOUR(S): 15

RØANØKE, VA.

RØA

PASSENGER TRAFFIC BY HØUR

FRIDAY - AUGUST 6, 1976



ROCHESTER, N.Y.

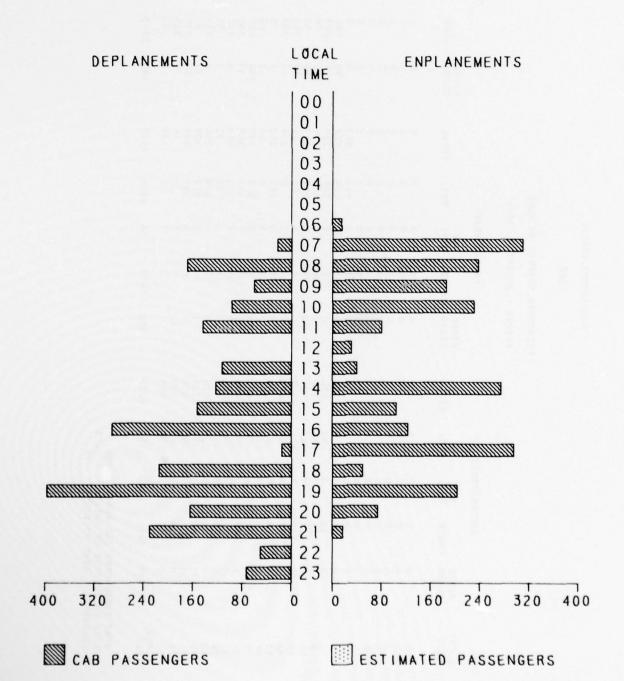
200

PASSENGER TRAPFIC BY HOUR

	TOTAL	c	00	0	0	0	0	15	332	904	245	327	224	31	152	397	257	414	310	264	009	238	247	20	73	000	4582
	EST.	c	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0
TOTAL	REV.	c	0	0	0	0	0	0	20	12	9	13	7	-	7	15	7	9	2	#	18	3	3	-	0	***	174
	COACH	c	0	0	0	0	0	0	244	184	200	143	88	29	91	159	117	323	195	68	272	189	134	47	34	00 30	25.20
	FIRST	c	0	0	0	0	0	15	89	210	39	171	132	-	74	223	133	85	110	171	310	917	109	2	39	00.00	19 38
	TOTAL	-	0	0	0	0	0	15	309	237	185	230	80	31	0 7	274	104	123	295	61	203	74	17	0	0	3366	9977
κ	EST.	c	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0
ENPLANEMENTS	NCN REV.	c	0	0	0	0	0	0	-	9	7	9	7	-	-	2	7	-	7	-	2	-	-	0	0	13	2
ENPL	COACH	c	00	0	0	0	0	0	244	84	170	143	0	29	15	159	22	102	195	0	11	65	0	0	0	1366	1700
	PIRST	c	0	0	0	0	0	15	54	147	11	81	18	-	77	110	80	20	96	8 7	154	14	16	0	0	000	343
	FOTAL	c	0	0	0	0	0	0	23	169	09	16	144	0	112	123	153	291	15	215	397	164	230	20	73	2336	7316
2	est.	c	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c	0	0	0	0	0	•	•
DEPLANEMENTS	NON REV.	c	0	0	0	0	0	0	6	9	7	7	S	0	-	10	S	2	-	9	13	7	3	-	0	13	13
DEPI	COACH	c	0	0	0	0	0	0	0	100	30	0	85	0	61	0	95	221	0	68	228	130	134	47	34	1361	1724
	FIRST	•	0	0	0	0	0	0	14	63	28	06	54	0	20	113	53	9	14	123	156	32	93	2	39	080	989
	LOCAL	•		. 7	3.		5	9	1	80	6	10	=	12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAI

PEAK PASSEMGERS PER HOUR: 600 PEAK AS PERCENT OF TOTAL: 13.1% PASSEMGER PEAK HOUR(S): 19

# RØCHESTER, N.Y. RØC PASSENGER TRAFFIC BY HØUR FRIDAY - AUGUST 6, 1976



SACRAMENTO, CALIP.

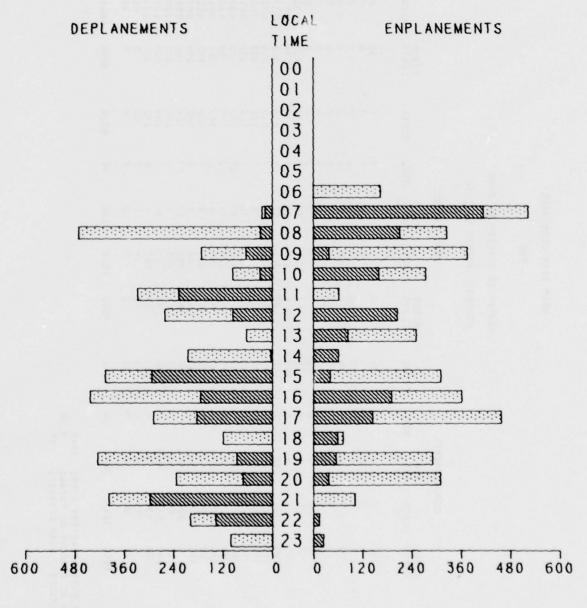
A HIS

PASSENGER TRAPPIC BY HOUR

	EST. TOTAL												163 389													8000	
TOTAL	REV.	0	0	0	0	0	0	0	16	œ	-	1	3	10		7	9	00	9	7	æ	2	9	00	-	100	2
	COACH	0	0	0	0	0	0	0	356	221	66	91	213	281	78	09	227	345	313	57	133	98	230	125	22	2937	
	FIRST	0	0	0	0	0	0	0	58	6	-	06	10	œ	3	2	100	11	00	0	0	11	19	18	•	197	
	TOTAL	0	0	0	0	0	0	163	522	324	374	273	62	204	250	61	310	361	457	72	290	309	101	14	24	4171	
2	EST.	0	0	0	0	0	0	153	109	114	336	114	62	0	166	0	269	171	313	13	235	272	101	0	0	2438	
ENPLANERETS	NON REV.	0	0	0	0	0	0	0	13	3	1	9	o	9	3	•	0	1	1	2	3	2	0	-	-	9	;
A	COACE	0	0	0	0	0	0	0	342	198	36	91	0	194	78	58	0	178	137	57	52	34	0	0	22	1477	
	FIRST	0	0	0	0	0	0	0	58	œ	-	62	0	*	3	2	41	2	3	0	0	-	0	13	•	202	
	TOTAL	0	0	0	0	0	0	0	25	470	172	96	327	261	62	205	90 %	443	289	119	425	234	398	199	101	4232	****
12	251.	0	0	0	0	0	0	0	60	442	109	67	101	166	62	202	114	569	106	119	339	163	101	62	101	2531	
DEPLANERENT	BON BEN.	0	0	0	0	0	0	0	3	3	0	1	3	4	0	-	9	-	2	0	5	3	9	7	0	94	2
0.55	E0700	0	0	0	0	0	0	0	14	23	63	0	213	87	0	7	227	167	176	0	81	52	230	125	0	1860	
	PIBST	0	0	0	0	0	0	0	0	-	0	28	10	4	0	0	65	9	2	0	0	16	61	2	0	195	
	TIBE	0	-	2	3		5	9	1	00	6	10	::	12	13	14	15	16	11	18	13	20	21	22	23	TOTAL	:

PEAR PASSEMEES PER HOUR: 804 PEAR AS PERCENT OF TOTAL: 9.6 PASSEMEER PEAR HOUR(S): 16

# SACRAMENTO, CALIF. SMF PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



CAB PASSENGERS

ESTIMATED PASSENGERS

SALT LAKE CITY, UTAR

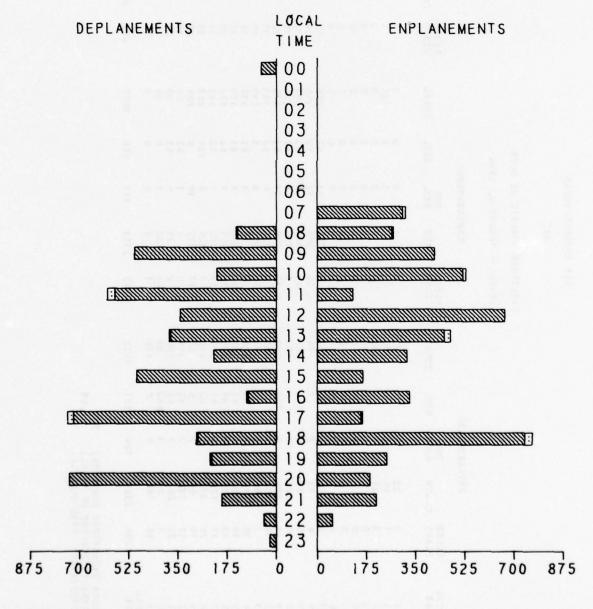
STC

PASSENGER TRAPPIC BY HOUR

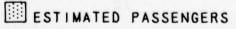
	TOTAL		54	0	0	0	0	0	0	313	413	921	738	727	1001	854	240	659	433	903	1048	482	924	403	97	22	10538	
	EST.		0	0	0	0	0	0	0	10	10	0	10	27	0	27	0	0	2	27	32	2	0	0	0	0	153	
TOTAL	RON REV.		2	0	0	0	0	0	0	19	28	0 7	30	27	33	32	19	31	6	4.1	41	15	42	13	3	2	428	
	COACH		0	0	0	0	0	0	0	132	237	713	432	363	595	623	011	364	262	561	823	222	533	281	06	50	6861	
	PIRST		52	0	0	0	0	0	0	152	138	168	566	310	309	172	81	264	157	274	152	240	543	109	3	0	3096	
	TOTAL		0	0	0	0	0	0	0	313	270	416	527	126	999	473	319	162	328	160	164	248	188	210	54	0	5224	
s	EST.		0	0	0	0	0	0	0	10	2	0	10	0	0	22	0	0	0	2	27	0	0	0	0	0	19	
ENPLABEMENTS	NCN REV.		0	0	0	0	0	0	0	19	20	12	10	9	56	10	11	9	00	œ	27	3	10	1	7	0	184	
ENPL	COACH	,	0	0	0	0	0	0	0	132	237	305	394	0	403	336	278	11	211	69	559	171	81	147	8 7	0	3421	
	PIRST		0	0	0	0	0	0	0	152	œ	66	113	120	237	105	30	85	109	66	151	74	97	65	2	0	1540	
	FOTAL		54	0	0	0	0	0	0	0	143	505	211	601	341	381	221	161	105	743	284	234	736	193	43	22	5314	
ý	EST.		0	0	0	0	0	0	0	0	S	0	0	27	0	S	0	0	S	22	S	2	0	0	0	0	74	
DEPLANEMENTS	NON REV.		2	0	0	0	0	0	0	0	80	28	20	21	1	22	œ	25	-	33	14	12	32	6	0	7	244	
DEPL	COACH		0	0	0	0	0	0	0	0	0	408	38	363	262	287	162	293	51	513	264	51	552	134	42	20	3440	
	PIRST		52	0	0	0	0	0	0	0	130	69	153	190	72	67	51	179	8 4	175	-	166	152	20	-	0	1556	
	LOCAL		0	-	2	3		5	9	1	80	6	10	11	12	13	14	15	16	11	18	19	20	21	22	23	DAY	

PEAK PASSENGERS PER HOUR: 1048
PEAK AS PERCENT OF TOTAL: 9.9X
PASSENGER PEAK HOUR(S): 18

# SALT LAKE CITY, UTAH SLC PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976







SAN ANTONIO, TEXAS

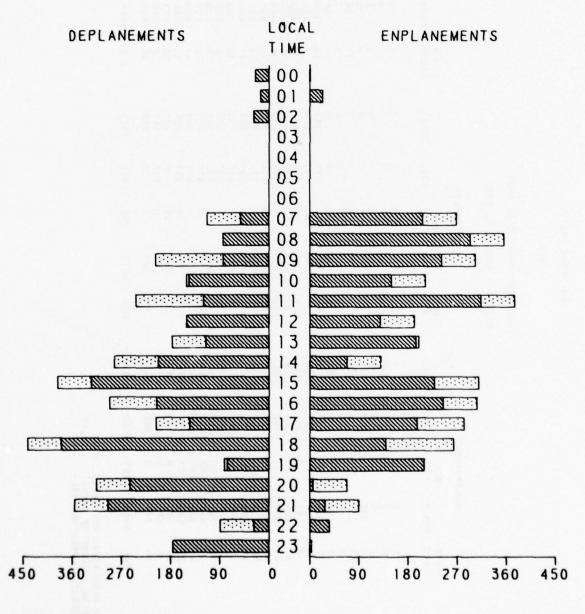
SAT

PASSENGER TRAPPIC BY HOUR

	TOTAL	26	38	28	0	0	0	0	381	439	510	362	618	342	376	413	969	597	687	705	290	384	911	125	179	7444	
	EST.	0	0	0	0	0	0	0	124	62	186	67	186	62	67	143	143	148	148	186	2	124	124	62	0	18 37	
TOTAL	MON MEN	0	-	0	0	0	0	0	13	50	7.	22	19	:	1:	11	12	21	13	22	12	60	=	7	9	235	
	COACH	23	33	25	0	0	0	0	232	337	233	255	391	252	246	243	503	359	298	462	546	233	284	57	162	4874	
	FIRST	e	3	3	0	0	0	0	12	20	11	18	22	11	64	16	38	69	30	35	27	19	24	#	=	86 1	
	TOTAL	•	23	0	0	0	0	0	268	355	303	211	375	191	199	130	309	306	282	263	209	89	90	36	3	3622	
s	EST.	0	0	0	0	0	0	0	62	29	62	52	62	62	2	62	81	62	98	124	0	62	62	0	0	916	
ENPLANEMENTS	NON REV.	0	-	0	0	0	0	0	11	12	6	80	13	đ	80	3	9	1	7	2	10	-	2	-	0	=======================================	
ENPI	COACH	-	19	0	0	0	0	0	186	265	194	133	285	118	152	59	203	201	170	125	182	2	21	32	7	2353	
	PIRST	0	3	0	0	0	0	0	6	16	38	80	15	1	34	9	19	36	19	6	17	0	2	3	-	242	
	TOTAL	25	15	28	0	0	0	0	113	94	207	151	243	151	177	283	387	291	207	442	81	316	356	88	176	3822	
s	EST.	0	0	0	0	0	0	0	62	0	124	S	124	0	62	81	62	98	62	62	2	62	62	62	0	921	
DEPLANEN EN ENTS	NON REV.	0	0	0	0	0	0	0	7	80	2	14	9	1	9	80	9	14	9	17	7	1	6	-	9	124	
DEPL	COACH	22	14	25	0	0	0	0	911	72	39	122	106	134	16	184	300	158	128	337	19	228	263	25	160	2521	
	PIRST	e	-	3	0	0	0	0	3	đ	39	10	1	10	15	10	19	33	=	56	10	19	22	-	0.	256	
	LOCAL	0	-	7	3	3	2	9	1	80	6	10	=	12	13	14	15	16	17	18	19	20	21	22	23	DAY	

PEAK AS PERCENT OF TOTAL: 9.5% PASSENGER PEAK HOUR(S): 18

# SAN ANTONIO, TEXAS SAT PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976







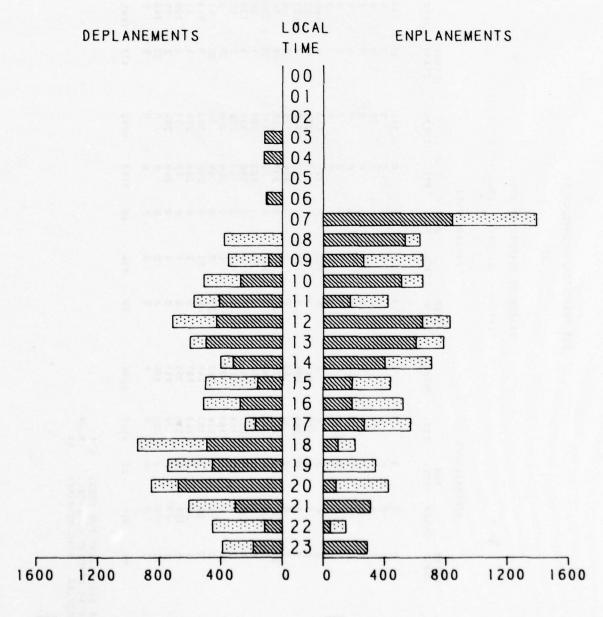
SAN DIEGO, CALIF.

SAN

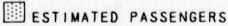
PASSENGER TRAPPIC BY HOUR

PEAK PASSENGERS PER HOUR: 1540
PEAK AS PERCENT OF TOTAL: 8.4%
PASSENGER PEAK HOUR(S): 12

# SAN DIEGO, CALIF. SAN PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976







SAN PRANCISCO/DAKLAND, CALIP.

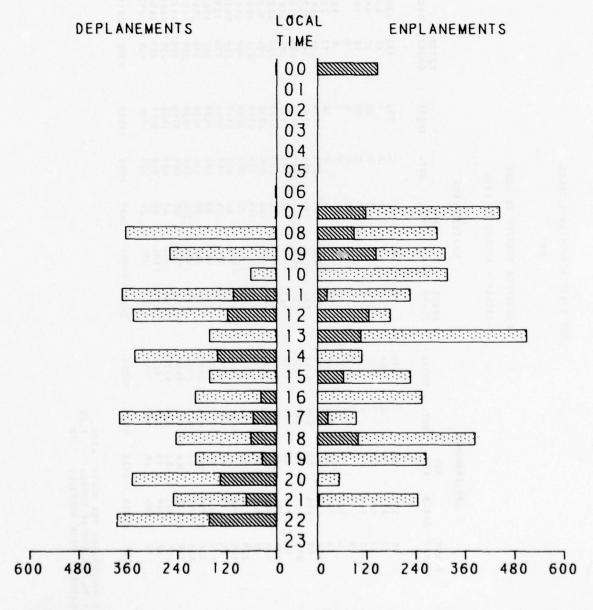
ME

PASSENGER TRAFFIC BY HOUR

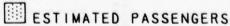
	TOTAL	148	0	0	0	c	0	~	544	657	695	378	009	525	671	452	389	451	476	627	461	101	495	388	0		8138
	EST.	•	0	0	0	0	0	0	326	267	427	378	473	282	999	310	326	414	368	467	427	267	4 18	225	0		6 26 8
TOTAL	BEV.	e	0	0	0	0	0	-	9	2	7	0	3	7	3	-	7	0	•	7	0	ŧ	7	3	0		8 7
	COACH	135	0	0	0	0	0	-	108	83	137	0	75	226	86	137	61	0	53	149	33	128	73	148	0		1545
	PIRST	10	0	0	c	0	0	0	2	2	3	0	617	9	3	3	0	37	25	6	-	S	7	12	0	1	177
	TOTAL	146	0	0	0	0	0	0	443	291	310	316	225	177	808	108	226	254	116	383	264	53	244	0	0		4042
s	EST.	0	0	0	0	0	0	0	326	202	168	316	202	52	103	108	153	254	69	234	264	25	240	0	0		3103
ENPLANEMENTS	RON REV.	7	0	0	0	0	0	0	#	4	7	0	-	3	3	0	7	0	7	2	0	0	0	٥	0		56
Z Z Z	COACH	134	0	0	0	0	0	0	108	83	137	0	0	111	86	0	61	0	0	91	0	-	3	0	0		834
	PIRST	10	0	0	0	0	0	0	5	2	3	0	22	5	3	0	0	0	23	9	0	0	0	0	0		19
	TOTAL	7	0	0	0	0	0	7	2	366	259	62	375	348	163	344	163	197	382	244	197	351	251	388	0		960 1
S	gst.	0	0	0	0	0	0	0	0	365	259	62	271	230	163	202	163	160	326	183	163	215	178	225	0		3165
DEPLANEMENTS	NON REV.	-	0	0	0	0	0	-	7	-	0	0	7	4	0	-	0	0	-	0	0		7	3	0		22
DEPI	COACH	-	0	0	0	0	0		0	0	0	0	75	109	0	137	0	0	53	58	33	127	69	148	0		811
	FIRST	0	0	0	0	0	0	0	0	0	0	0	27	2	0	4	0	37	2	3	-	2	2	12	0		86
	TIME	0	-	7	3		5	9	1	80	6	10	=	12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAT

PRAK PASSEMGERS PER BOUR: 671
PERK AS PERCENT OF TOTAL: 8.
PASSEMGER PEAK BOUR(S): 13

# SAN FRANCISCO/OAKLAND, CALIF. OAK PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976







SAN PRANCISCO/OAKLAND, CALIP.

SPO

PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976

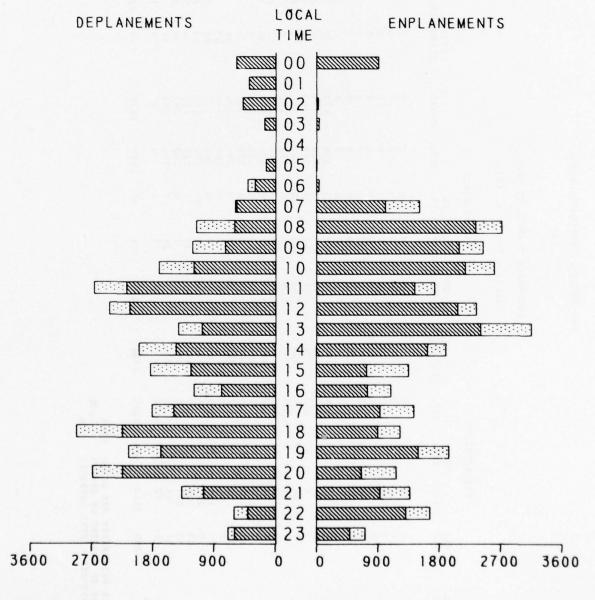
	DEP	DEPLANEMENT	1S			ENPL	ENPLANEMENTS	s				TOTAL		
CLASS COACH REV. ES		83	EST.	TOTAL	FIRST	COACH	NON REV.	EST.	TOTAL	PIRST	COACH	REV.	EST.	TOTAL
511	27 0	0		576	75	190	37	0	902	113	1301	79	0	1478
370	0 9	0		389	0	c	0	0	0	13	370	9	0	389
428 18		0		483	0	20	0	0	20	37	811	18	0	503
153 1		0		164	-	31	0	0	32	-1	184	-	0	196
0 0		0		0	0	0	0	0	0	0	0	0	0	0
6 123 8 0		0		137	0	7	0	0	3	9	127	<b>6</b> 0	0	141
257 29		111		60 7	-	56	1	0	34	13	283	36	111	6443
437 33		20		592	1117	746	141	501	1505	219	1183	174	521	2097
495 51		995		1163	134	1984	210	383	2711	185	2479	261	6116	3874
461 58		98 7		1220	289	1634	162	351	2436	504	2095	220	837	3656
1045 66		514		1710	123	1922	130	424	2599	208	2967	196	938	4309
1856 116		481		2662	119	1165	150	289	1723	328	3021	566	770	4385
1904 119		304		2440	181	1721	160	274	2336	294	3625	279	578	4776
946 41		349		1423	144	2111	145	744	3144	231	3057	186	1093	4567
1133 92		248		2001	252	1269	102	569	1892	480	2402	161	817	3893
1040 73		009		1838	96	572	19	615	1347	221	1512	137	1215	3185
679 63		405		1191	131	557	55	341	1084	175	1236	118	746	2275
1263 90		323		1813	145	669	83	961	1423	282	1962	173	819	3236
1799 140		675		2920	18	748	09	328	1220	390	2547	200	1003	4140
1491 87		473		2154	186	1196	106	450	1938	289	2587	193	923	4092
1928 168		442		2686	25	582	91	209	1162	173	25 10	214	951	3848
865 83		323		1376	154	704	19	439	1364	259	1569	150	762	2740
349 19		202		209	114	1105	98	352	1657	151	1454	105	554	2264
485 45		101		701	54	407	20	225	106	124	892	9	326	1407
2281 20018 1413 6923		6923		30655	2425	19993	1831	0669	31239	4706	40011	3264	13913	4 1 89 4
6641 01007		6760		2000	6747	13333		22.00	11771	2		1076	27.13	0 00 0

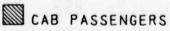
PEAK PASSENGERS PER HOUR: 4776
PEAK AS PERCENT OF TOTAL: 7.7%
PASSENGER PEAK HOUR(S): 12

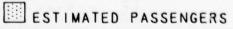
SAN FRANCISCO/OAKLAND, CALIF.

SFO

PASSENGER TRAFFIC BY HOUR
FRIDAY - AUGUST 6, 1976







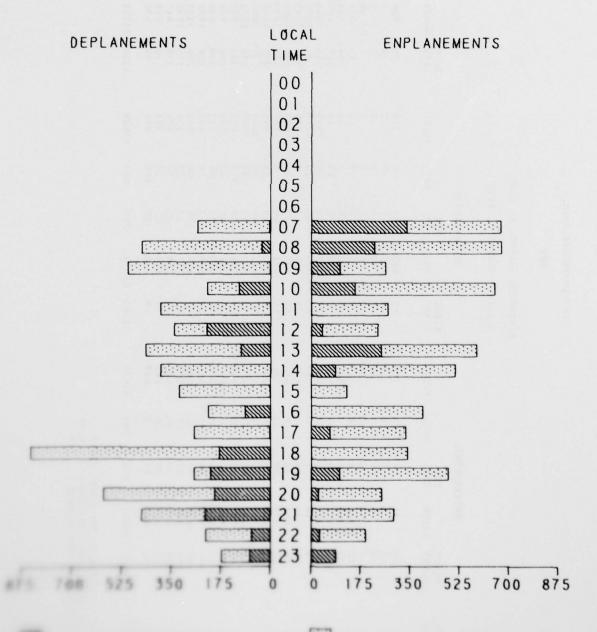
SAN FRANCISCO/DAKLAND, CALIF.

PASSENGER TRAFFIC BY HOUR PRIDAY - AUGUST 6, 1976

	TOTAL	0	0	0	00	0 (	00	0	931	1131	769	876	663	578	1030	901	451	617	607	1191	758	840	748	421	260	12772
	EST.	0	0	0	00	0	0 0	0	290	877	999	611	663	314	678	816	451	528	538	1010	911	618	517	326	101	9750
TOTAL	RON REV.	0	0	0	0 0	9	0 0	>	54	20	9	22	0	15	-	2	0	80	9	15	14	12	13	2	3	173
	COACH	0	0	0	0 0	0	0 0	0	307	228	20	152	0	202	325	80	0	0	0	126	254	116	208	79	149	2276
	PIRST	0	0	0	00	•	00	0 !	10	9	47	91	0	147	16	3	0	81	63	017	11 11	16	10	7.	1	573
	TOTAL	0	0	0	00	0 0	5 0	0	672	675	263	652	272	236	587	510	127	396	336	342	487	250	293	193	87	6378
ITS	EST.	0	0	0	00	0	0 0	2	334	450	161	164	272	197	339	425	127	396	269	342	386	225	292	163	0	4875
ENPLANEMENTS	NON REV.	0	0	0	00	00	00	2	21	-	2	10	0	3	10	2	0	C	7	C	11	2	0	-	3	83
ENE	COACH	0	0	0	00	0 0	0 0	0	307	211	20	102	0	0	227	80	0	0	0	0	54	10	-	26	11	1145
	FIRST	0	0	0	00	•	00	9	10	3	47	43	0	36	-1	3	0	0	63	0	36	13	0	3	1	275
	TOT AL	0	0	0	00	0	00	0	259	456	905	224	391	342	443	391	324	221	271	648	271	290	455	228	173	7689
TS	EST.	0	0	0	00	0	00	2	256	427	505	114	391	1117	339	391	324	132	269	899	09	393	225	163	101	4875
DEPLANEMENTS	NON REV.	0	0	0	00	0	00	0 "	•	6	•	12	0	12	-	0	0	80	2	15	3	10	13	-	0	9.0
0.88	COACH	0	0	0	00	0	0 0	0	0	17	0	20	0	202	86	0	0	0	0	126	200	106	207	53	12	1131
	PIRST	0	0	0	00	0	00		0	3	0	8 7	0	=	2	0	0	81	0	01	00	81	10	11	0	298
	LOCAL	0	-	2	e :	• (	•	0 1	,	80	6	10	==	12	13	14	15	16	11	18	19	20	21	22	23	DAT

PEAK AS PERCENT OF TOTAL: 9.3% PASSENGER PEAK HOUR(S): 18

## SAN FRANCISCO/OAKLAND, CALIF. SJC PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



IN PASSEMBERS

SEATTLE/TACOMA, WASH.

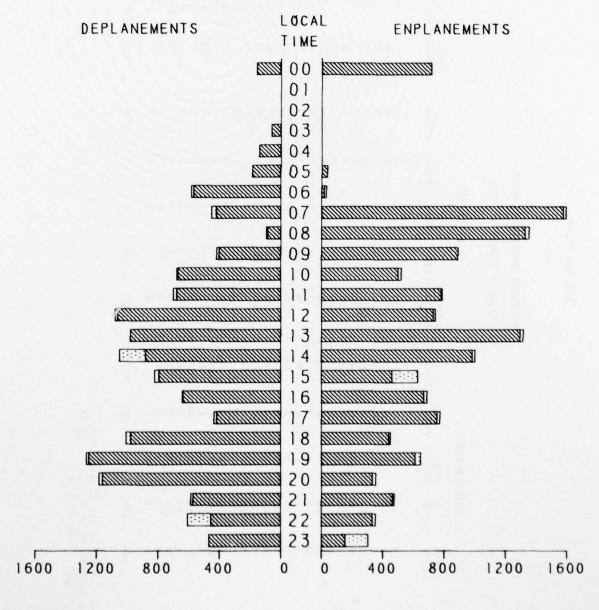
SEA

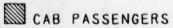
PASSENGER TRAPPIC BY HOUR PRIDAY - AUGUST 6, 1976

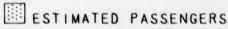
	TOTAL	998	0	0	58	141	218	809	2039	1442	1306	1197	1487	1818	2291	2050	1448	1327	1205	1456	1912	1537	1060	962	173	27201
	EST.	0	0	0	0	0	0	28	6 17	34	18	28	31	28	20	189	197	25	36	41	20	11 11	25	175	150	1160
TOLVE	REV.	58	0	0	0	0	10	21	143	74	63	57	69	117	98	112	99	16	73	61	105	98	99	9 17	39	9446
	COACH	729	0	0	58	131	164	4 30	1626	1250	1019	1008	1270	1440	1853	1541	992	186	846	1130	1511	1232	840	571	2 30	21357
	FIRST	79	0	0	0	10	77	129	221	84	176	101	117	233	332	208	193	242	148	224	246	175	139	70	54	9000
	TOTAL	710	0	0	0	0	34	59	1590	1349	888	520	787	741	1313	1000	628	989	171	450	919	354	474	353	305	13630
Ŋ	EST.	0	0	0	0	0	0	13	18	56	0	20	80	13	20	18	159	20	18	10	34	21	10	20	150	000
ENPLANEMENTS	NCN REV.	52	0	0	0	0	9	0	123	89	47	27	07	42	11 11	54	18	911	70	7	65	23	25	22	16	200
ENPL	COACH	598	0	0	0	0	7	15	1242	1174	755	405	663	571	1132	809	291	516	564	411	454	237	355	284	130	10608
	FIRST	09	0	0	0	0	26		207	81	98	89	9 17	115	117	119	150	104	119	22	129	73	118	27	6	16113
	FOTAL	156	0	0	58	141	184	579	611	93	418	677	700	1017	978	1050	820	641	434	1006	1266	1183	586	609	891	13572
S	EST.	0	0	0	0	0	0	15	31	80	18	80	23	15	0	171	28	5	18	31	16	23	15	155	0	000
DEPLANEMENT	REV.	9	0	0	0	0	4	21	20	9	94	30	29	75	42	58	8 1	30	3	54	9 17	63	31	24	23	650
DEPL	COACH	131	0	0	58	131	162	415	384	76	264	603	517	698	721	732	701	468	384	719	1087	995	485	387	400	10749
	FIRST	19	0	0	0	10	18	128	14	3	06	36	71	118	215	89	43	138	29	202	117	102	55	43	45	1585
	LOCAL	0	-	7	3	*	2	9	1	00	6	10	=	12	13	14	15	16	11	18	19	20	21	22	23	100

PEAK PASSENGERS PER HOUR: 2291
PEAK AS PERCENT OF TOTAL: 8.4%
PASSENGER PEAK HOUR(S): 13

# SEATTLE/TACOMA, WASH. SEA PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976







SHREVEPORT, LA.

SHV

PASSENGER TRAPPIC BY BOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	21	3	0	56	0	0	00	300	51	18	109	171	167	174	191	112	162	167	166	206	62	140	71	œ	2303
	EST.	0	0	0	0	0	0	00	00	0	80	0	16	0	0	0	0	•	ع	00	00	0	00	0	æ	90
TOTAL	REV.	0	0	0	0	0	0	0	9	0	0	0	e	t	0		~	0	3	3	•	-	0	2	0	32
	COACH	18	2	0	23	0	0	0	265	47	6	102	140	123	159	145	98	125	136	142	173	57	118	59	0	1942
	PIRST	3	-	0	3	0	0	0	20	4	-	1	12	07	15	13	=	37	19	13	22	t	14	10	0	549
	TOTAL	0	3	0	0	0	0	00	189	51	<b>6</b> 0	63	75	102	86	105	53	126	67	88	81	0	7	0 1	0	1135
Ls.	EST.	0	0	0	0	0	0	00	00	0	80	0	80	0	0	0	0	0	0	80	0	0	0	0	0	0 1
ENPLANEMENTS	REV.	0	0	0	0	0	0	0	t	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	9
ENP	COACH	0	2	0	0	0	0	0	167	47	0	59	62	82	88	96	56	98	09	74	72	0	2	36	0	896
	PIRST	0	-	0	0	0	0	0	10	#	0	4	2	19	10	6	3	31	1	5	6	0	0	7	0	121
	TOTAL	21	0	0	56	0	0	0	111	0	10	9#	96	65	16	99	83	36	100	78	125	62	138	31	œ	1168
Ts.	251.	0	0	0	0	0	0	0	0	0	0	0	80	0	0	0	0	0	80	0	00	0	00	0	80	0 7
DEPLANERENT	BEW.	0	0	0	0	0	0	0	2	0	0	0	3	3	0	3	3	0	3	2	3	-	0	7	0	56
980	COACH	18	0	0	23	0	0	0	66	0	6	43	78	4.1	71	64	72	30	16	89	101	57	116	23	0	416
	PIRST	3	0	0		0	0	0	10	0	-	3	7	21	5	4	80	9	12	00	13	#	14	9	0	128
	LOCAL	0	-	7	3		5	9	1	80	6	10	=	12	13	14	15	16	11	18	19	20	21	22	23	DAT

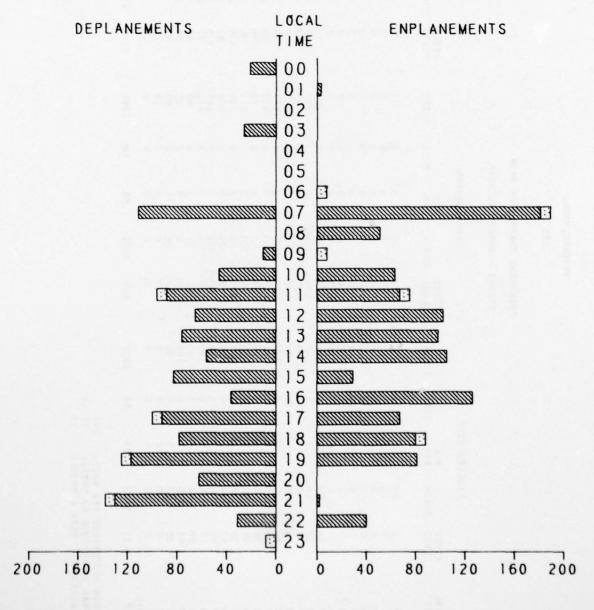
PEAK PASSEMGERS PER HOUR: 300 PEAK AS PERCENT OF TOTAL: 13.01 PASSEMGER PEAK HOUR(S): 7

SHREVEPORT, LA.

SHV

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976





SPOKANE, WASH.

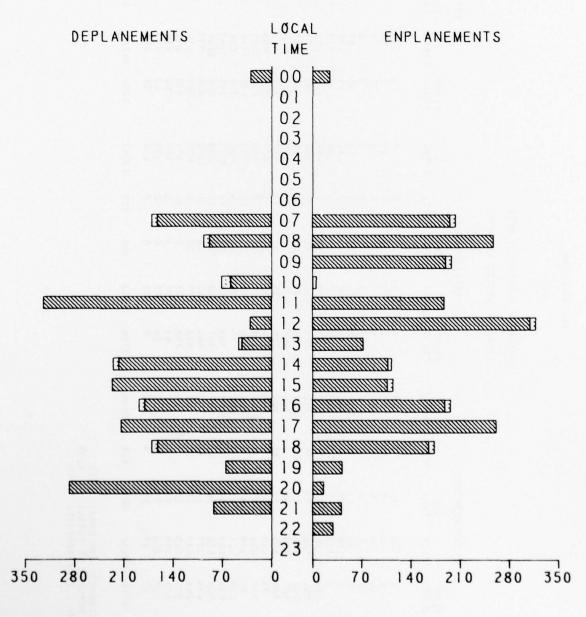
PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	54	0	0	0	0	0	0	373	353	197	76	511	347	119	337	341	384	475	343	107	303	123	29	0	4472
	EST.	0	0	0	0	0	0	0	16	80	80	18	0	00	2	13	80	16	0	16	0	0	0	0	0	116
TOTAL	REV.	,	0	0	0	0	0	0	14	17	=	6	14	80	80	:	2	6	16	5	1	80	6	2	0	157
	COACH	;	0	0	0	0	0	0	270	185	151	47	326	253	0	223	210	298	284	288	16	240	67	0	0	2900
	PIRST	•	0	0	0	0	0	0	73	142	27	2	171	78	106	90	118	61	175	37	118	55	47	27	0	1299
	TOTAL	24	0	0	0	0	0	0	203	257	197	2	187	317	72	112	114	196	261	173	42	15	41	29	0	2245
S.	EST.	0	0	0	0	0	0	0	00	0	80	2	0	60	0	2	80	œ	0	80	0	0	0	0	0	58
ENPLANEMENTS	RON REV.	0	0	0	0	0	0	0	3	10	11	0	2	7	t	2	3	2	6	-	0	-	t	2	0	119
ENP	COACH	20	0	0	0	0	0	0	173	138	151	0	106	253	0	100	0	174	172	134	16	0	20	0	0	1457
	PIRST	3	0	0	0	0	0	0	19	109	27	0	19	611	89	2	103	6	80	30	56	14	11	27	0	999
	FOTAL	30	0	0	0	0	0	0	170	96	0	71	324	30	47	225	227	188	214	170	65	288	82	0	0	2227
TS	ZST.	0	0	0	0	0	0	0	80	00	0	13	0	0	2	00	0	00	0	80	0	0	0	0	0	58
DEPLANEMENTS	NON REV.	1	0	0	0	0	0	0	11	1	0	5	12	-	*	6	2		1	-	1	1	2	0	0	93
980	COACH	21	0	0	0	0	0	0	16	6 9	0	47	220	0	0	123	210	124	112	154	0	240	47	0	0	1443
	PIRST	2	0	0	0	0	0	0	75	33	0	2	92	53	38	88	15	52	95	1	58	41	30	0	0	633
	TINE	0	-	2	3	,	2	9	1	80	6	10	11	12	13	14	15	16	11	18	19	20	21	22	23 TOTAL	DAT

PEAK PASSENGERS PER HOUR: PEAK AS PERCENT OF TOTAL: PASSENGER PEAK HOUR(S):

## SPØKANE, WASH. GEG PASSENGER TRAFFIC BY HØUR FRIDAY - AUGUST 6, 1976



CAB PASSENGERS

ESTIMATED PASSENGERS

ST. LOUIS, NO.

STC

PASSENGER TRAPPIC BY HOUR

FRIDAY - AUGUST 6, 1976

	TOTAL	63	41	35	0	72	208	180	819	1678	1378	1611	1283	1366	1800	1696	1299	2092	1945	1889	1552	1180	895	451	327	23533
	EST.	0	0	0	0	0	٥	2	=	16	45	16	56	3	54	59	13	29	27	11	19	21	10	0	0	3 38
TOTAL	REV.	10	7	0	0	-	10	1	0 \$	61	0 17	92	19	69	75	16	96	88	57	611	54	28	14	17	35	156
	COACH	64	37	0	0	61	179	123	573	1208	867	942	654	985	1091	1140	836	1261	1260	917	8 16	8 16	339	371	259	14784
	FIRST	3	7	35	0	10	19	45	195	393	426	561	539	309	610	436	394	717	601	879	663	315	205	63	33	7454
	TOTAL	0	4.1	0	0	13	16	11	867	8 7 6	919	924	169	801	614	1171	60 1	1001	957	1142	630	394	191	115	234	11513
S	EST.	0	0	0	0	0	0	0	2	0	27	13	13	3	0	24	2	13	11	56	80	16	S	0	0	169
ENPLABERBUTS	NON REV.	0	7	0	0	0	3	t	17	28	22	56	37	56	18	20	14	27	21	56	21	2	3	9	0	356
ENP	COACH	0	37	0	0	11	0	0	379	672	535	521	601	536	405	731	315	658	588	9119	179	271	06	73	526	7282
	FIRST	0	2	0	0	2	13	0 10	97	248	92	364	235	236	191	366	75	303	337	777	422	102	93	36	80	3706
	TOTAL	63	0	35	0	59	192	136	321	730	702	687	589	595	1186	525	890	1091	988	147	922	186	377	336	93	12020
S	EST.	0	0	0	0	0	0	2	9	16	18	8	13	0	77	2	80	16	16	18	11	2	2	0	0	169
DEPLANEMENTS	R EV.	10	0	0	0	-	7	3	23	33	18	99	27	43	57	4.1	42	58	36	23	33	23	:	11	35	109
DEPI	COACH	611	0	0	0	20	179	123	134	536	332	421	245	611	989	604	521	603	672	271	637	545	249	258	33	7502
	PIRST	9	0	35	0	00	9	2	86	145	334	197	304	73	419	70	319	414	264	435	241	213	112	27	25	3748
	LOCAL	0	-	2	3	3	2	9	1	æ	6	10	11	12	13	14	15	16	17	18	19	20	21	22	23	DAY

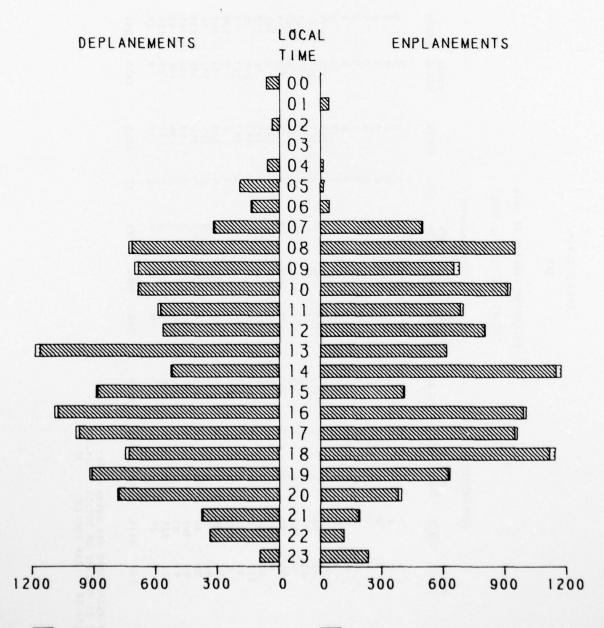
PEAK PASSENGERS PER HOUR: 2092 PEAK AS PERCENT OF TOTAL: 8.9% PASSENGER PEAK HOUR(S): 16

ST. LØUIS,MØ.

STL

PASSENGER TRAFFIC BY HØUR

FRIDAY - AUGUST 6, 1976



SYRACUSE, N.Y.

SYR

PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

	TOTAL	0	0	0	0	0	0	20	1111	259	166	166	368	162	277	262	285	147	491	246	347	292	192	216	42		4382
	EST.	0	0	0	0	0	0	0	0	9	0	9	0	9	0	0	2	9	0	0	0	0	0	0	0		53
TOTAL	NON REV.	0	0	0	0	0	0	-	25	=	3	7	17	9	11	12	6	t	12	7	10	12	2	11	-		159
	COACH	0	0	0	0	0	0	0	295	125	63	149	158	142	210	0	0	128	343	99	2 18	161	81	124	04		2293
	PIRST	0	0	0	0	0	0	19	124	1117	100	6	193	80	99	250	271	6	136	183	119	119	106	81	-		1901
	TOTAL	0	0	0	0	0	0	20	384	147	102	105	218	06	171	143	183	9	231	145	196	53	16	=	2		2223
ç	EST.	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	2	9	0	0	0	0	0	0	0		11
ENPLANEMENTS	NCN REV.	0	0	0	0	0	0	-	20	7	7	2	6	3	t	2	2	0	7	2	7	3	-	3	0		81
ENP	COACH	0	0	0	0	0	0	0	767	35	63	92	102	83	153	0	0	0	162	99	120	0	0	0	2		1162
	PIRST	0	0	0	0	0	0	19	70	105	37	5	101	7	14	138	173	0	62	87	69	20	15	80	0		963
	TOT AL	0	0	0	0	0	0	0	09	112	19	61	150	72	106	119	102	141	260	101	151	239	176	205	04		2159
S	EST.	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0		12
DEPLANEHENTS	NON REV.	0	0	0	0	0	0	0	2	#	-	0	80	3	1	1	4	3	2	2	3	6	3	80	-		78
DEP	COACH	0	0	0	0	0	0	0		06	0	57	99	65	57	0	0	128	181	0	86	161	81	124	38		1131
	PIRST	0	0	0	0	0	0	0	54	12	63	3	98	3	42	112	86	6	74	96	20	69	91	73	-		938
	LOCAL	0	-	2	3		5	9	1	80	6	10		12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAT

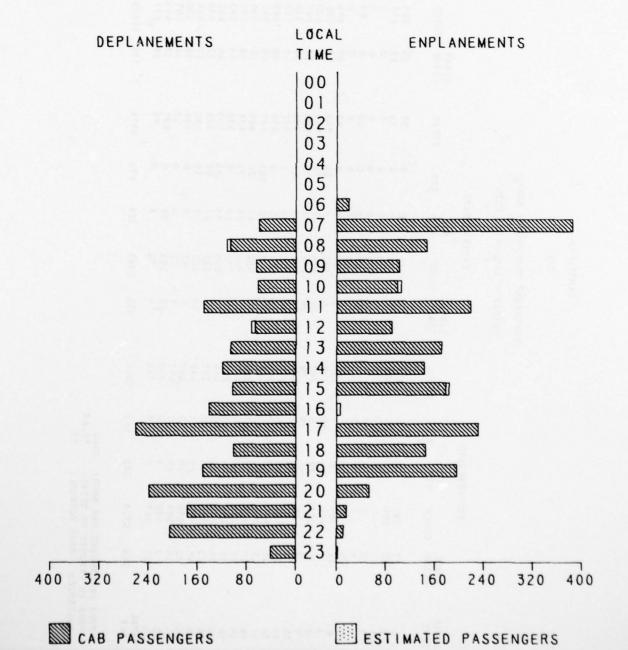
PEAK AS PERCENT OF TOTAL: 19
PASSENGER PEAK HOUR(S): 1

SYRACUSE, N.Y.

SYR

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976



TAMPA, PLA.

TPA

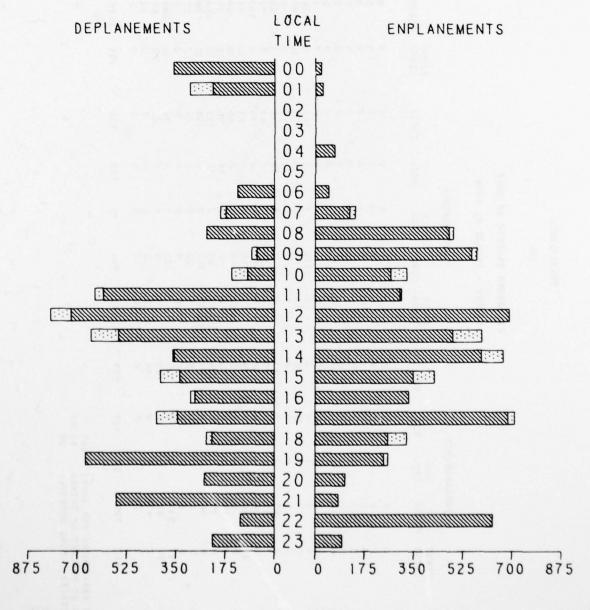
PASSENGER TRAPPIC BY HOUR

PRIDAY - AUGUST 6, 1976

COTAL	REV. EST. TOTAL		0	81	0	0	0	0	0	07	15	36	114	35	73	201	83	145	15	98	87	15	0	0	0	•	9 0 315
TO	PIBST COACH R						9 57																				29 277
	EST. TOTAL						89 0																				
ENPLANEMENTS	COACH REV.						57 2																				
	PIRST		57 2				6																				
2875	. EST. TOTAL				0	0	0	0	0	20	0	18	57	30	73	86	2	70	15	75	20	0	0	0	0		0
DEPLANERENTS	COACH REV.				0	0	0	0	104	156	201	52	63	521	645	513	316	298	250	296	185	602	216	509	110		187
	LOCAL PIRST		0 27	1 20	2			9													18 11						

PERK AS PERCENT OF TOTAL: 10.6% PASSENGER PEAK HOUR(S): 12

#### TAMPA, FLA. TPA PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



TOLEDO, OHIC

TOL

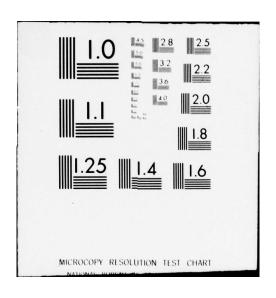
PASSENGER TRAFFIC BY HOUR

PRIDAY - AUGUST 6, 1976

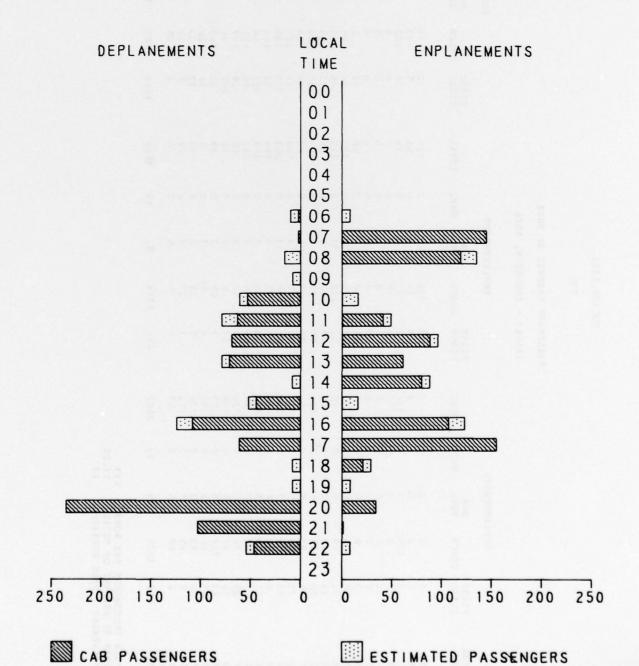
	TOTAL	0	0	0	0	0	0	18	147	151	80	11	128	165	140	96	89	247	216	37	16	569	104	62	0	1949
	EST.	0	0	0	0	0	0	16	0	32	00	24	24	80	00	16	24	32	0	16	16	0	0	16	0	240
TOTAL	REV.	0	0	0	0	0	0	-	7	3	0	7	2	-	7	-	3	3	3	0	0	t	2	-	0	35
	COACH	0	0	0	0	0	0	-	136	80	0	611	46	147	93	69	35	160	198	20	0	249	62	43	0	1439
	PIRST	0	0	0	0	0	0	0	6	36	0	2	5	6	32	10	9	52	15	-	0	16	0 7	2	0	235
	TOTAL	0	0	0	0	0	0	80	145	135	0	16	6 1	96	61	88	16	123	155	29	80	34	-	œ	0	972
vs	EST.	0	0	0	0	0	0	80	0	16	0	16	80	00	0	80	16	16	0	80	80	0	0	00	0	120
ENPLANEMENTS	REV.	0	0	0	0	0	0	0	-	6	0	0	-	-	3	-	0	7	2	0	0	-	0	0	0	15
ENPI	COACH	0	0	0	0	0	0	0	136	80	0	0	38	81	55	69	0	61	142	20	0	32	0	0	0	714
	FIRST	0	0	0	0	0	0	0	80	36	0	0	2	9	3	10	0	1111	11	-	0	-	-	0	0	123
	TOTAL	0	0	0	0	0	0	10	2	16	80	61	19	69	19	80	52	124	61	80	80	235	103	54	0	716
S	EST.	0	0	0	0	0	0	80	0	16	80	80	16	0	80	80	80	16	0	80	80	0	0	80	0	120
DEPLANEMENTS	NON REV.	•	0	0	0	0	0	-	-	0	0	7	-	0	7	0	8	1	-	0	0	3	2	-	0	20
DEPL	COACH	0	0	0	0	0	0	-	0	0	0	611	59	99	38	0	35	66	99	0	0	217	62	43	0	725
	FIRST	0	0	0	0	0	0	0	-	0	0	7	3	3	29	0	9	00	t	0	0	15	39	2	0	112
	LOCAL	0	-	2	3	7	5	9	1	8	6	10	==	12	13	14	15	16	17	18	19	20	21	22	23 TOTAL	DAY

PEAK PASSENGERS PER HOUR: 269
PEAK AS PERCENT OF TOTAL: 13.8%
PASSENGER PEAK HOUR(S): 20

TRANSPORTATION SYSTEMS CENTER CAMBRIDGE MASS
PROFILES OF SCHEDULED AIR CARRIER PASSENGER TRAFFIC FOR TOP 100--ETC(U)
JUL 77 AD-A061 165 FAA-AVP-77-30 UNCLASSIFIED NL 30F3 AD AO61 165 END DATE FILMED 1-79



# TOLEDO, OHIO TOL PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



TUCSON, ARIZ.

PASSENGER TRAPPIC BY HOUR

FRIDAY - AUGUST 6, 1976

	u	•	2		0	0	2	0		2	2	4	2	6		90		9	9	3		-	7	0	1		1
	TOTAL	12	00	13				5	12	30	13	24	25	210	43	22	26	200	180	21	23	10	=	13(	67		3857
	251.	0	0	0	0	0	8	0	10	0	0	0	0	0	8	0	0	=	0	0	0	0	0	0	0		31
TOTAL	ROB REV.	•	-	7	0	0	0	7	1	19	2	6	14	6	18	2	13	9	10	15	6		7	-	2		164
	COACH	116	75	122	0	0	0	0	65	241	55	96	154	127	266	168	99	121	147	95	162	26	103	122	09		2389
	PIRST	01	6	10	0	0	0	8 7	94	45	12	137	30	83	142	20	182	68	59	103	63	11	12	7	7		1273
	TOTAL	129	85	16	0	0	5	20	123	235	98	123	98	108	201	144	148	112	09	19	53	2	13	28	0		1850
ıs	251.	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	00	0	0	0	0	0	0	0		18
ENPLANEMENTS	NON BEV.	•		-	0	0	c	2	1	=	3	3	2	3	11	9	1	3	3	6	3		0	0	0		63
d wa	COACH	116	75	13	0	0	0	0	65	212	42	61	61	61	109	92	99	36	53	1	25	0	13	27	0		1119
	PIRST	10	6	2	0	0	0	6.9	9#	12	41	65	20	55	81	91	75	99	*	51	-	3	0	-	0		630
	FOTAL	0	0	118	0	0	0	0	5	70	917	121	166	111	230	84	113	16	126	149	205	96	104	102	67		2007
22	EST.	•	0	0	0	0	0	0	2	0	0	0	0	0	s	0	0	9	0	0	0	0	0	0	0		13
DEPLANEBENTS	NON REV.	0	0	-	0	0	0	0	0	00	7	9	6	S	1	7	9	3	1	9	9		2	-	3		18
DEPL	COACE	0	0	109	0	0	0	0	0	56	13	37	93	78	157	16	0	85	16	16	137	97	06	95	9		1270
	PIBST	0	0	æ	0	0	0	0	0	33	31	78	99	28	61	*	101	3	25	52	62	67	12	9	2		643
	LOCAL	0		2	3		5	9	1	00	6	10	11	12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAT

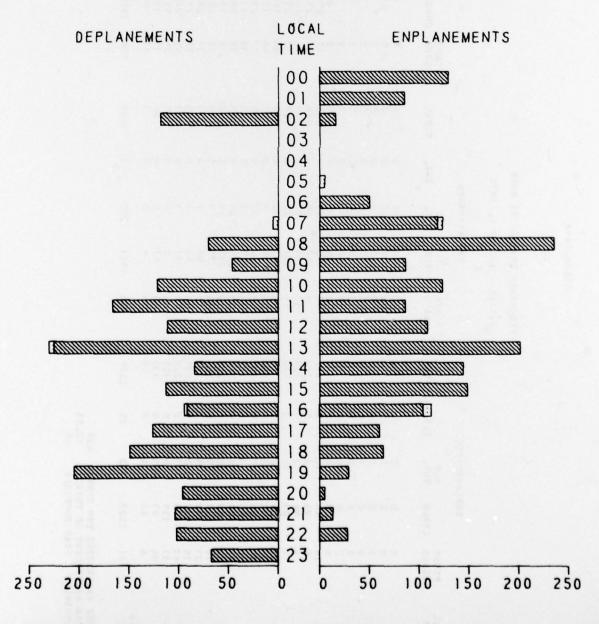
PERM PASSENGERS PER HOUR: 431
PERM AS PERCENT OF TOTAL: 11.2%
PASSENGER PEAK HOUR(S): 13

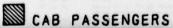
TUCSON, ARIZ.

TUS

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976





TULSA, OKLA.

TOL

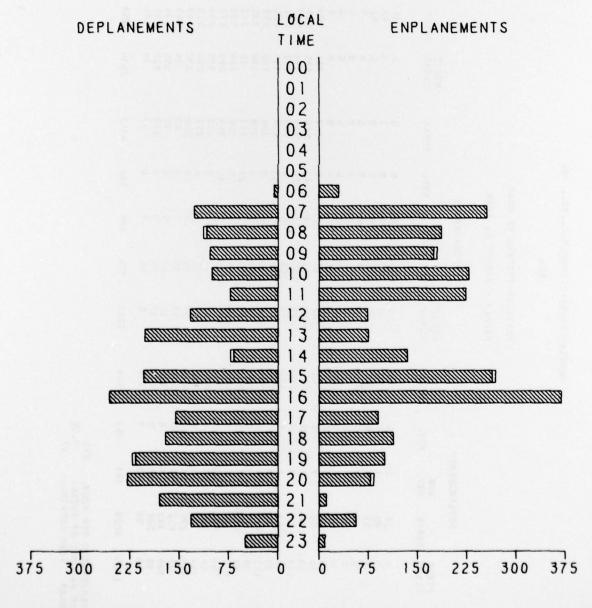
PASSENGER TRAPPIC BY HOUR FRIDAY - AUGUST 6, 1976

	TOTAL	0	0	0	0	0	0	36	382	299	282	327	295	207	277	206	472	624	245	284	321	312	191	188	58	9009
	EST.	0	0	0	0	0	0	0	0	S	2	0	0	0	0	2	S	0	0	0	S	2	0	0	0	30
TOTAL	RON REV.	0	0	0	0	0	0	7	57	14	28	32	21	7	34	9	35	47	22	15	2	16	4	31	-	374
	COACH	0	0	0	0	0	0	56	274	255	233	272	185	157	215	173	394	399	202	240	583	246	159	138	9 1	3908
	FIRST	0	0	0	0	0	0	80	51	25	91	23	69	9#	27	18	38	178	21	29	22	45	28	19	=	769
	TOFAL	0	0	0	0	0	0	30	255	186	179	227	223	74	75	134	268	368	06	113	100	83	11	99	6	2481
S	ESF.	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	2	0	0	0	0	2	0	0	0	15
ENPLANCERNIS	REV.	0	0	0	0	0	0	7	43	10	25	22	16	3	7	3	27	21	2	1	2	3	0	w	0	202
a a	COACH	0	0	0	0	0	0	56	175	160	139	189	161	917	95	1117	215	230	75	96	92	111	0	47	3	1901
	FIRST	0	0	0	0	0	0	2	37	16	10	16	911	52	12	14	21	1117	10	æ	9	3	11	3	2	363
	TOTAL	0	0	0	0	0	0	9	127	113	103	100	72	133	202	72	204	556	155	171	221	229	180	132	61	2525
s.	EST.	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	15
DEPLANEMENTS	R EV.	0	0	0	0	0	0	0	14	3	3	10	5	-	27	3	80	26	17	80	3	13	4	25	-	172
DEP	COACH	0	0	0	0	0	0	0	66	95	16	83	24	111	160	09	179	169	127	142	197	175	159	91	42	2007
	FIRST	0	0	0	0	0	0	9	14	6	9	1	43	21	15	3	17	61	11	21	16	41	17	16	9	331
	LOCAL			2	3	*	2	9	1	80	6	10	==	12	13	110	15	16	17	18	19	20	21	22	23	DAT

PEAR PASSEMBERS PER HOUR: PEAR AS PERCENT OF TOTAL: PASSEMBER PEAR HOUR(S):

624 12.5% 16

#### TULSA, ØKLA. TUL PASSENGER TRAFFIC BY HØUR FRIDAY - AUGUST 6, 1976



WASHINGTON/BALTINORE, D.C., HD., VA.

BAL

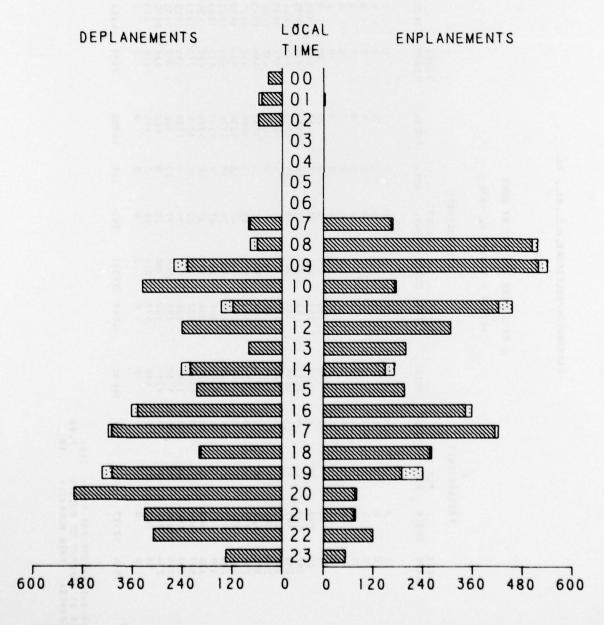
PASSENGER TRAPFIC BY HOUR

PRIDAY - AUGUST 6, 1976

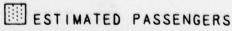
	TOTAL	34	09	58	0	0	0	0	248	592	008	511	109	547	278	413	007	720	840	094	673	581	807	429	188	1 88 4 1
	EST.	•	80	0	0	0	0	0	80	30	55	4	61	0	0	##	0	30	16	80	75	=	3	0	0	347
TOTAL	RON REV.	2	-	0	•	0	0	0	15	28	42	18	20	20	12	6	10	22	33	14	19	16	13	22	3	320
	COACH	56	8 7	52	0	0	0	0	103	399	201	372	90 7	357	132	312	126	372	959	228	369	191	236	285	105	8558
	PIRST		3	9	0	0	0	0	122	135	196	117	114	170	134	817	797	296	135	210	210	16	155	122	19	2616
	TOTAL	0		0	•	0	0	0	167	516	240	175	455	306	198	171	196	358	422	261	240	80	11	119	53	4337
'n	ESF.	•	0	0	0	0	0	•	3	13	22	3	33	0	0	22	0	15	80	3	5.1	3	#	0	0	184
ENPLANEMENTS	RCB REV.	•	0	0	0	0	0	0	80	21	23	10	15	9	6	2	#	6	10	3	80	7	2	3	-	139
des	COACH	•	3	0	0	0	0	0	47	365	420	109	328	232	93	132	11	189	327	157	116	15	53	79	91	2733
	FIRST	•	0	0	•	0	0	•	108	117	75	52	79	89	96	15	148	145	11	97	87	59	15	37	9	1281
	POT AL	*	57	88	•	0	0	0	18	92	260	336	146	241	80	242	204	362	418	199	433	501	331	310	135	4054
y:	EST.	0	<b>&amp;</b>	0	•	•	0	0	3	17	33	0	28	0	0	22	0	15	80	3	24	0	0	0	0	163
DEPLANEARINTS	ROE REV.	7	-	0	0	•	0	•	1	1	19	80	2	14	3	1	9	13	23	11	:	10	80	19	3	181
920	COACH	56	45	52	0	•	0	0	26	34	87	263	78	125	39	180	82	183	329	11	275	452	183	206	29	2825
	PIRST	•	3	9	•	•	0	•	14	18	121	99	35	102	38	33	116	151	58	113	123	35	140	85	73	1335
A	LOCAL	•	-	2	3		5	•	1		6	10	==	12	13	14	15	16	11	18	19	20	21	22	23	DAT

PERK PASSENGERS PER HOUR: PERK AS PERCENT OF TOTAL: PASSENGER PEAK HOUR(S):

# WASHINGTON/BALTIMORE, D.C., MD., VA. BAL PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976







BASHINGTON/BALTIMORE, D.C., HD., VA.

DCA

PASSENGER TRAPPIC BY HOUR

FRIDAY - AUGUST 6, 1976

TOTAL	HOH EST. TOTAL	0	0 0				0 0 0		80	1 50		23	10	2	0	18	20	24	42	56	13	20	œ	0	0	1047 306 33698
1	COACH	0	0	0	0	0 0	0				1 1446					_										24368
	PIBST L CLASS	0	0	0	0	0	0				119 611															7167 0
	EST. TOTAL						0																			148 16780
KHPLANEMENTS	NON REV.	0	0	0	0	0	0																			095
22	PIRST CLASS COACH	0	0	0	0	0	0				319 705															4041 12031
	TOTAL	•	0	0	0	0	0	0	543	1051	1099	924	1019	956	1171	6116	1244	1162	1020	1448	1186	1517	1213	416	0	15918
TS	est.	0	0	0	0	0	0	0	00	34	13	18	10	0	0	0	0.	16	56	0	13	10	0	0	0	158
DEPLANERENTS	BCB.	•	0	0	0	0	0	0	14	25	53	37	32	42	39	34	31	34	20	23	56	42	54	11	0	487
DEP	COACH	0	0	0	0	•	0	0	492	624	741	652	763	632	878	673	917	783	8 79	1108	894	1270	915	347	0	12337
	FIRST	0	0	0	0	0	0	0	53	368	292	217	214	282	254	242	286	329	326	317	253	195	274	58	0	1936
	LOCAL			2	3	,	5	9	1	60	6	10	=	12	13	14	15	16	11	18	19	20	21	22	23	DAY

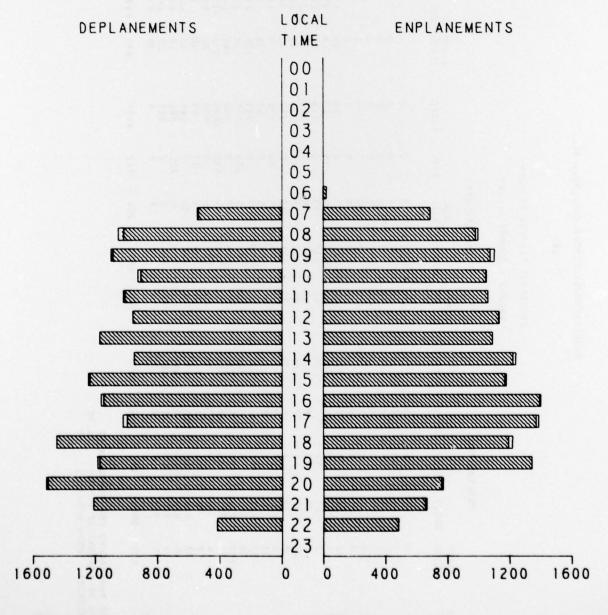
PEAK PASSENGERS PER HOUR: 2664 PEAK AS PERCENT OF TOTAL: 7.9% PASSENGER PEAK HOUR(S): 18

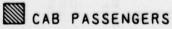
WASHINGTON/BALTIMORE, D.C., MD., VA.

DCA

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976





WASHINGTON/BALTINORE, D.C., MD., VA.

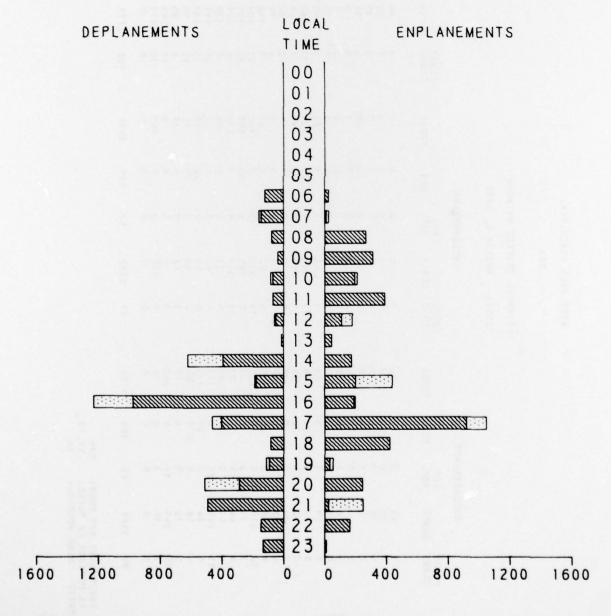
IND

PASSENGER TRAPFIC BY HOUR PRIDAT - AUGUST 6, 1976

	1011		0	0	0	0	0	•	146	183	342	346	294	457	235	95	792	621	1425	1507	204	166	756	741	308	141		9020
	182		0	0	0	0	0	0	0	32	0	0	32	0	16	0	230	246	263	190	0	42	225	225	0	0		1561
TOTAL	808		0	0	0	0	0	0	=	6	32	59	19	30	16	1	24	20	72	90	24	12	56	56	12	1		991
	COACH		0	0	0	0	0	0	112	138	290	588	201	385	134	35	433	325	116	1117	394	72	168	1111	569	118		6178
	PIRST		0	0	0	0	0	0	23	3	20	18	42	42	6	7.	105	30	146	110	98	07	37	9#	27	16		815
	TOTAL		0	0	0	0	0	0	24	23	264	310	208	387	176	43	171	435	196	1045	420	53	245	248	162	6		4419
S	EST.		0	0	0	0	0	0	0	16	0	0	16	0	68	0	0	238	80	130	0	21	0	225	0	0		722
ENPLANEMENTS	E S S		0	0	0	0	0	0	3	0	13	16	11	23	t	5	1	15	15	611	19	-	13	9	2	-		203
ENP	COACH		0	0	0	0	0	0	20	1	233	277	166	331	46	35	111	162	158	191	319	0	218	16	144	1		3092
	PIRST		0	0	0	0	0	0	-	0	18	17	15	33	1	3	53	20	15	75	82	31	14	-	16	-		402
	FOTAL		0	0	0	0	0	0	122	160	78	36	98	10	65	13	621	186	1229	462	78	113	511	493	146	132		4601
5	182		0	0	0	0	0	0	0	16	0	0	16	0	80	0	230	00	255	09	0	21	225	0	0	0		839
DEPLANEMENTS	RON		0	0	0	0	0	0	80	6	19	13	æ	1	12	7	17	2	57	4.1	2	-1	13	20	10	9		263
DEP	COACB		0	0	0	0	0	0	92	131	57	22	35	45	37	0	322	163	186	326	75	12	250	428	125	111		3066
	PIRST		0	0	0	0	0	0	22	3	2	-	27	6	2	=	52	10	131	35	3	6	23	45	-	15		413
	LOCAL	137	0	-	2	3	3	5	9	1	00	6	10	=	12	13	14	15	16	11	18	19	20	21	22	23	TOTAL	DAY

PEAK PASSENGERS PER HOUR: 1507
PEAK AS PERCENT OF TOTAL: 16.7%
PASSENGER PEAK HOUR(S): 17

## WASHINGTON/BALTIMORE, D.C., MD., VA. IAD PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



CAB PASSENGERS

ESTIMATED PASSENGERS

WEST PALM BEACH, FLA.

PBI

PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976

	TOTAL	06	37	39	18	0	0	0	132	263	115	43	96	184	576	239	249	148	225	215	141	66	282	187	0	3378
	EST.	0	0	0	0	0	0	0	10	55	2 2	2	10	25	0	25	2	10	2	69	30	5	0	0	0	298
TOTAL	BEV.	2	0	0	0	0	0	0	80	6	3	2	2	10	16	10	8	5	14	3	3	3	-	1	0	1117
	COACH	36	33	35	15	0	0	0	101	188	9	34	78	140	529	192	221	124	191	131	86	85	549	173	0	1772
	PIRST	3	3	t	3	0	0	0	7	=	3	2	9	6	31	12	15	6	15	-	10	9	19	10	0	192
	TOTAL	0	0	0	18	0	0	0	81	229	06	2	9	69	344	197	172	98	52	87	72	19	0	149	0	1676
1.5	EST.	0	0	0	0	0	0	0	2	25	22	2	5	0	0	52	0	2	5	22	25	5	0	0	0	149
ENPLANEMENTS	NON REV.	0	0	0	0	0	0	0	2	1	2	0	0	2	12	00	t	3	-	2	3	0	0	3	0	52
a a	COACH	0	0	0	15	0	0	0	68	186	62	0	-	62	313	155	157	73	42	57	07	13	0	138	0	1382
	FIRST	0	0	0	3	0	0	0	3	11	3	0	0	2	19	6	11	5	4	9	3	-	0	80	0	93
	TOTAL	06	37	39	0	0	0	0	51	34	25	38	06	115	232	42	77	62	173	128	69	80	282	38	0	1702
ITS	EST.			0																						149
DEPLANERENT	NCN REV.	2	0	0	0	0	0	0	3	2	-	2	2	80	7	2	7	7	13	2	0	3	14	-	0	65
DE	COACH	8	33	35	0	0	0	0	39	2	2	34	11	78	216	37	19	51	149	74	58	72	549	35	0	1389
	PIRST		*	3	0	0	0	0	=	0	0	2	9	3	12	3	3	3	11	5	9	5	19	2	0	65
	TIME	•	-	7	3	*	2	9	1	80	6	20	=	12	13	=	15	16	11	18	19	20	21	22	23 TOTAL	DAY

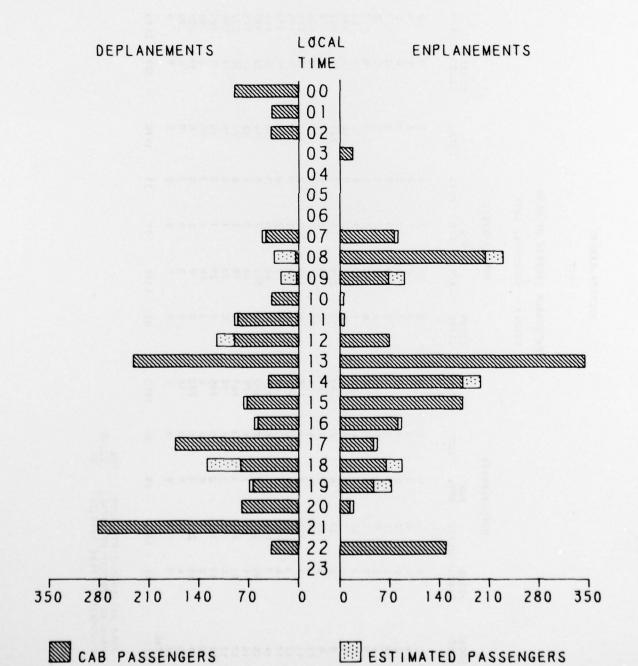
PERK AS PERCENT OF TOTAL: 17.1% PASSENGER PEAK HOUR(S): 13

WEST PALM BEACH, FLA.

PBI

PASSENGER TRAFFIC BY HOUR

FRIDAY - AUGUST 6, 1976



WICHITA, KANSAS

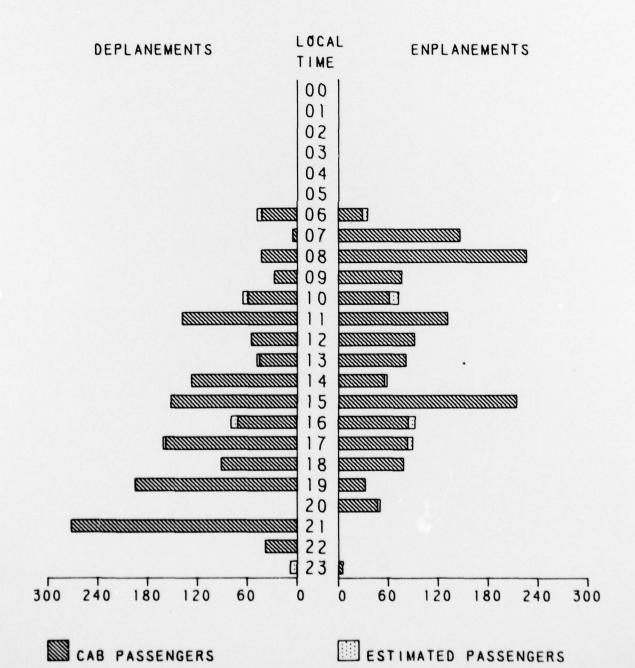
ICT

PASSENGER TRAPPIC BY HOUR PRIDAY - AUGUST 6, 1976

		DEP	DEPLABERENTS	22			ENPL	ENPLANEMENTS	v				TOTAL		
LOCAL	PIRST	COACH	BON REV.	EST.	FOT AL	FIRST	COACH	R E E E	EST.	TOTAL	FIRST	COACE	RON REV.	EST.	TOTAL
	0	•	•	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
•	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
•	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
•	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	•	0	0	0	0	0	0	0	0	0	0	0	0
9	2	36	7	9	8 17	-	27		9	35	3	63	2	12	83
,	0	5	0	0	2	9	133	1	0	146	9	138	1	0	151
•	3	33	9	0	43	12	208	9	0	226	16	241	12	0	269
•	2	24	-	0	27	2	10	-	0	16	1	76	2	0	103
:	•	55	0	9	65	10	51	0	=	72	14	106	0	17	137
:	1	122	6	0	138	9	123	7	0	131	13	245	=	0	569
12	3	52	0	0	55	9	83	2	0	91	6	135	2	0	146
13	•	0#	-	8	87	1	72	2	0	81		112	9	3	129
14	1	118	2	0	127	6	91	0	3	58	16	164	2	3	185
15	16	132		0	152	16	191	7	0	214	32	323	=	0	366
16	2	99	-	80	19	9	78	0	30	92	=	143	-	16	171
11	12	144	7	3	161	27	78	-	9	89	16	222	9	6	250
18	00	82	-	0	91	2	72	-	0	78	13	154	7	0	169
19	13	180	7	0	195	2	29	-	0	32	15	503	3	0	227
20	0	0	0	0	0	2	77	-	•	20	7	##	-	3	20
21	19	251	7	0	272	0	0	0	0	0	19	251	7	0	272
22	3	34	0	0	38	0	0	0	0	0	3	34	0	0	38
23 TOTAL	0	•	0	<b>6</b> 0	<b>a</b> 0	0	5	0	0	5	0	S	0	00	13
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PEAK AS PERCENT OF TOTAL: PASSENGER PEAK HOUR(S):

#### WICHITA, KANSAS ICT PASSENGER TRAFFIC BY HOUR FRIDAY - AUGUST 6, 1976



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Profiles of scheduled air carrier	passenger traffic	July 1977	
for top 100 U.S. airports August	6, 1976	Deviceming Organization	n Code
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